SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

WESTERN DIVISION

240

Effective Sunday, September 9, 1945, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

J. W. CORBETT,
General Manager.

R. E. HALLAWELL,
H. R. HUGHES,
Assistant General Managers.

G. C. BAKER,
General Superintendent of Transportation.

C. H. GRANT,
Superintendent of Transportation.

E. D. MOODY,
Superintendent.

EASTWARD

MARTINEZ SUBDIVISION

Time Table No. 240

September 9, 1945

	Capacity of sidings in car lengths	FIRST CLASS																			Distance from San Francisco		STATIONS	
		10	20	88	28	18	14	26	248	102	24	15	246	244	22	56	52	224	204	262				
		Passenger	Klamath	Challenger	San Francisco Overland Limited	Oregonian		Owl	El Dorado	Streamliner City of San Francisco	Cascade	West Coast	Statesman	Statesman	Pacific Limited	Passenger	San Joaquin	Senator	Passenger	Passenger				
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave ★See Note	Leave Daily	Leave Daily	Leave Daily Ex. Sunday and Holidays	Leave Sunday and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
		8.30PM	8.00PM	7.30PM	7.00PM	6.30PM	6.00PM	5.00PM	5.00PM	4.30PM	4.00PM		1.30PM	1.30PM	9.00AM	8.30AM	8.00AM	7.30AM	4.30AM		0.0		SAN FRANCISCO 3.5	Oakland Ferry
		8.50	8.20	7.50	7.20	6.50	6.20	5.20	5.20	4.50	4.20		1.50	1.50	9.20	8.50	8.20	7.50	4.50		3.5		OAKLAND PIER	
Oakland yard	BKWIP	9.10PM	8.40PM	8.10PM	7.45PM	7.15PM	7.00PM	5.35PM	5.27PM	5.02PM	4.35PM		2.00PM	1.55PM	9.35AM	9.05AM	8.30AM	7.56AM	5.30AM		3.5	A. B. S.	TO-R OAKLAND PIER E. 1.4	Double Track
	BKWO ITYP																				(4.9)		(TO-R WEST OAKLAND) E. 2.0	
	IP	s 9.22	s 8.55	s 8.23	s 7.58	s 7.30	s 7.13	s 5.48	s 5.34	s 5.10	s 4.44		s 2.10	s 2.04	s 9.47	s 9.13	s 8.38	s 8.02	s 5.40		5.5		OAKLAND (16th Street) E. 1.5	
	IP																				7.0		TO SHELLMOUND E. 2.2	
	P	s 9.37	s 9.10	s 8.36	s 8.11	s 7.45	s 7.26	s 6.01	s 5.43	s 5.20	s 4.55		s 2.21	s 2.13	s 10.00	s 9.22	s 8.49	s 8.10	s 5.51		9.2	Automatic Train Control	BERKELEY E. 5.8	
	P	s 9.50	s 9.25	8.49	s 8.24	8.00	s 7.39	s 6.15	5.52	5.28	5.03		s 2.33	s 2.23	s 10.13	s 9.32	s 9.00	8.18	s 6.03		15.0		RICHMOND E. 1.6	
	WP																				16.6		SAN PABLO E. 3.2	
	P																				19.8		SOBRANTE E. 3.2	
	E 105 W 95 P	10.02	9.37	9.04	8.36	8.12	7.51	6.27	6.01	5.36	5.13		s 2.45	f 2.34	10.25	f 9.44	9.11	8.28	s 6.18		23.0		TO PINOLE E. 5.9	
Port Costa yard	P	s 10.22	s 9.54	s 9.24	s 8.52	s 8.30	s 8.07	s 6.42	s 6.11	5.44	5.21		s 3.05	s 2.52	s 10.45	s 10.03	s 9.26	8.36	s 6.38		28.9 29.0		CROCKETT E. 2.1	
	BKW OTP	f 10.27	9.58	9.28	8.56	8.34	8.11	6.46	6.14	5.47	5.24		s 3.11	s 2.57	10.49	s 10.09	9.30	8.40	s 6.46		31.1		R PORT COSTA E. 1.9	
	M 116 P																				33.1		OZOL E. 1.7	
	WIP	s 10.43	s 10.10	s 9.41	s 9.07	s 8.50	s 8.22	s 6.52PM	s 6.23	5.53	5.30		s 3.30	s 3.08	s 10.57	s 10.16AM	s 9.36AM	8.46	s 7.13		34.7 31.7		TO MARTINEZ E. 5.7	
	M 118 WP	10.51	10.18	9.50	9.16	8.58	8.31		6.30	6.00	5.38		3.38	3.16	11.07			8.53	7.21		38.0	Automatic Block System	BAHIA E. 10.1	
	Yard Limits E 83 W 87 BKWOYP	s 11.10	10.35	10.06	9.32	9.13	8.47		s 6.43	6.09	5.49		s 4.05	s 3.33	s 11.23			9.04	s 7.50		48.9		TO-R SUISUN-FAIRFIELD E. 11.9	
	M 88 WYP	11.25	10.50	10.20	9.46	9.27	9.01		6.56	6.18	6.01		f 4.19	f 3.46	11.36			9.15	s 8.12		59.4		ELMIRA E. 8.1	
	M 74 WP	11.36	11.02	10.30	9.56	9.37	9.11		7.05	6.26	6.10		s 4.37	s 3.57	11.49AM			9.23	s 8.27		67.5		DIXON E. 8.8	
	Yard Limits E 80 W 81 KWIYP	s 11.50	s 11.15PM	10.45	s 10.11	s 9.50PM	s 9.26		s 7.18	6.35	s 6.25PM	5.40PM	s 4.55	s 4.10	s 12.05PM			s 9.33	s 8.50	7.45AM	75.6		TO-R DAVIS E. 4.5	
	M 96 P	11.56PM		10.51	10.18		9.33		7.25	6.39		5.46	5.01	4.16	12.11			9.38	8.56	7.52	80.4		WEBSTER E. 6.5	
Sacramento yard	IP																				86.9		Sacramento Northern Ry. Crossing E. 2.1	
	BKW OTIP	s 12.10AM		s 11.05PM	s 10.35PM		s 9.50PM		s 7.40PM	s 6.50PM		s 6.00PM	s 5.15PM	s 4.30PM	s 12.25PM			s 9.50AM	s 9.15AM	s 8.05AM	89.0		TO-R SACRAMENTO	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive ★See Note	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday and Holidays	Arrive Sunday and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(88.4)	
		(3.00) 29.40	(2.35) 29.03	(2.55) 30.31	(2.50) 31.20	(2.35) 29.03	(2.50) 31.20	(1.17) 24.23	(2.13) 39.87	(1.48) 49.11	(1.50) 40.91	(0.20) 40.20	(3.15) 27.25	(2.35) 34.22	(2.50) 31.20	(1.11) 26.27	(1.06) 28.27	(1.54) 46.53	(3.45) 23.57	(0.20) 40.20			..........Time over District.......... ....Average Speed per Hour..........	

★No. 102 leave and arrive 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

RULE 5. Schedule time and train-order time at stations between Oakland Pier and Sacramento apply at station sign.

RULES 86 and 93: Third class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 3 and 4 for additional schedules between Oakland Pier and Sacramento.

See page 3 for additional stations between Oakland Pier and Sacramento.

Automatic train control eastward track from Martinez to westward dwarf signal 300 feet east of draw span.

When Signal 328 displays yellow aspect, trains must not exceed 15 MPH from this signal to track magnet located 550 feet west of Signal 332 SA, opposite white concrete marker block.

No. 204 reduce speed to 10 MPH at Giant on Sunday to dispatch papers.

No. 204 stop at Rodeo and Selby daily, and at Oleum daily except Sunday and Holidays.

No. 56 stop at Selby daily.

No. 18 stop on flag at Richmond daily except Saturday and Sunday to receive express and mail for Portland or beyond.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
204	Giant, Tormey, Pierce, Cygnus, Teal, Jacksnipe, Tolenas, Tremont	Daily	Any station	Any station
204	Oleum	Sun. & Hol.	Any station	Any station
56	Rodeo, Oleum, Tormey	Daily	Any station	Any station
56	Stege	Sun. & Hol.	Any station	Any station
56	Giant	Daily Ex. Sun. & Hol.		Richmond
22	Dixon	Daily	Reno	
244	Giant, Rodeo, Oleum, Selby	Sun. & Hol.	Any station	Any station
246	Certainteed Pro. Co. (San Pablo), Giant, Rodeo, Oleum, Selby, Vanden, Cannon	Daily except Sun. & Hol.	Any station	Any station
248	Dixon	Daily		Berkeley
18	Richmond, Suisun-Fairfield and Dixon	Daily	Woodland	
18	Dixon	Fri. Sat. & Sun.		Berkeley
28, 14	Oleum, Selby, Suisun-Fairfield, Elmira, Dixon	Daily	Ogden	
88	Richmond, Oleum, Selby, Suisun-Fairfield, Elmira, Dixon and Davis	Daily	Sparks	
20	Suisun-Fairfield, Elmira and Dixon	Daily	Woodland	
10	Oleum, Selby, Elmira and Dixon	Daily	Roseville	
10	Elmira, Dixon	Daily		Any station
10	Cygnus	Saturday and Sunday		Berkeley

MARTINEZ SUBDIVISION

WESTWARD

Time Table No. 240

September 9, 1945

FIRST CLASS

	STATIONS		Distance from Sacramento	21	9	27	25	101	247	19	87	16	23	229	243	55	223	51	17	241	261
				Pacific Limited	Fast Mail	San Francisco Overland Limited	Owl	Streamliner City of San Francisco	El Dorado	Klamath	Challenger	West Coast	Cascade	Governor	Governor	Passenger	Senator	San Joaquin	Oregonian	Sierra	Passenger
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive ★See Note	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday and Holidays	Arrive Sunday and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	SAN FRANCISCO 3.5	Oakland Ferry	92.0	6.50AM	7.20AM	9.20AM	9.20AM	9.50AM	9.50AM	10.50AM	10.50AM		2.50PM	5.50PM	5.50PM	6.50PM	7.50PM	9.30PM	10.20PM	10.50PM	
	OAKLAND PIER		88.5	6.30	7.00	9.00	9.00	9.30	9.30	10.30	10.30		2.30	5.30	5.30	6.30	7.30	9.10	10.00	10.30	
A. B. S.	TO-R **OAKLAND PIER** W. 2.0	Double Track	88.5	s 6.05AM	s 6.45AM	s 8.35AM	s 8.45AM	s 9.10AM	s 9.23AM	s 10.10AM	s 10.15AM		s 2.15PM	s 5.23PM	s 5.23PM	s 6.15PM	s 7.24PM	s 8.55PM	s 9.40PM	s 10.22PM	
	(TO-R **WEST OAKLAND**) W. 1.0		(87.5)																		
	OAKLAND (16th Street) W. 1.5		86.5	s 5.56	s 6.35	8.26 s 8.21	s 8.35	s 9.03	s 9.16	s 10.02	10.08 s 10.03		s 2.08	s 5.16	s 5.16	s 6.08	s 7.17	s 8.48	s 9.32	s 10.14	
Automatic Train Control	TO **SHELLMOUND** W. 2.2		85.0																		
	BERKELEY W. 5.8		82.8	s 5.38	s 6.20	s 8.10	s 8.20	s 8.50	s 9.05	s 9.47	s 9.54		s 1.52	s 5.03	s 5.06	s 5.55	s 7.06	s 8.34	s 9.17	s 10.01	
	RICHMOND W. 1.6		77.0	5.20	s 5.47	7.55	s 8.06	8.39	8.55	s 9.32	s 9.40		1.38	s 4.50	s 4.55	s 5.40	s 6.55	s 8.21	s 9.02	s 9.46	
	SAN PABLO W. 3.0		75.4																		
	SOBRANTE W. 4.1		72.2																		
	TO **PINOLE** W. 5. 7		69.0	5.02	5.27	7.41	7.51	8.29	8.44	9.16	9.25		1.27	s 4.35	4.43	f 5.24	6.42	8.07	8.46	f 9.30	
	CROCKETT W. 2.1		63.1	s 4.50	s 5.17	s 7.30	s 7.40	8.20	8.36	s 9.05	s 9.14		1.17	s 4.18	s 4.33	s 5.09	s 6.33	s 7.57	s 8.35	s 9.20	
	R **PORT COSTA** W. 2.4		61.0						s 8.32					s 4.08	s 4.27	s 4.58				s 9.08	
	OZOL W. 0.5		59.0																		
	TO **MARTINEZ** W. 7.2		57.4	4.32	4.56	7.15	7.23AM	8.10	s 8.26	s 8.50	s 8.54		1.05	s 4.02	s 4.21	4.50PM	s 6.23	7.41PM	s 8.20	s 9.02	
Automatic Block System	**BAHIA** W. 10.6		51.0	4.18	4.47	7.02			8.16	8.32	8.39		12.54	3.47	4.10		6.11		8.03	8.48	
	TO-R **SUISUN-FAIRFIELD** W. 10.0		40.1	4.00	4.36	6.50		7.54	s 8.04	f 8.22	8.27		12.44	s 3.37	s 4.00		s 6.00		s 7.52	s 8.37	
	ELMIRA W. 8.1		29.6	3.44	4.26	6.34			7.53	8.09	8.14		12.33	f 3.22	s 3.47		5.47		7.39	f 8.22	
	DIXON W. 9.1		21.5	3.32	4.18	6.23		7.38	7.45	s 8.00	8.05		12.25	s 3.12	s 3.38		5.37		7.30	s 8.12	
	TO-R **DAVIS** W. 3.8		13.4	f 3.20	4.10	f 6.12		7.30	s 7.36	7.50AM	7.55	s 10.40AM	12.15PM	s 3.00	s 3.28		s 5.27		7.20PM	s 8.00	s 10.50PM
	WEBSTER W. 6.5		8.6	3.07	4.05	6.02		7.25	7.30		7.47	10.32		2.50	3.20		5.20			7.50	10.42
	Sacramento Northern Ry. Crossing W. 2.1		2.1																		
	TO-R **SACRAMENTO**		0.0	2.55AM	3.55AM	5.50AM		7.15AM	7.20AM		7.35AM	10.20AM		2.40PM	3.10PM		5.10PM			7.40PM	10.30PM
	(88.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave ★See Note	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday and Holidays	Leave Sunday and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District Average Speed per Hour			(3.10) 27.95	(2.50) 31.23	(2.45) 32.18	(1.22) 22.75	(1.55) 46.08	(2.03) 43.17	(2.20) 32.19	(2.40) 33.19	(0.20) 40.20	(2.00) 37.55	(2.43) 32.57	(2.13) 39.92	(1.25) 21.95	(2.14) 39.63	(1.14) 25.21	(2.20) 32.19	(2.42) 32.18	(0.20) 40.20

★No. 101 leave and arrive 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th and 31st of each month.

RULE 5. Schedule time and train-order time at stations between Oakland Pier and Sacramento apply at station sign.

RULES 86 and 93: Third class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 2 and 4 for additional schedules between Oakland Pier and Sacramento.

Automatic train control westward track from 100 ft. east of Signal 357 to Martinez.

When Signal 347 displays yellow aspect. trains must not exceed 15 MPH from this signal to track magnet located 1250 feet east of Signal 337 SA, opposite white mark on bridge.

No. 21 reduce speed to 10 MPH at Richmond to dispatch mail.

No. 9 reduce speed to 15 MPH at Suisun-Fairfield to dispatch mail.

No. 87 reduce speed to 10 MPH at Davis to dispatch mail.

No. 229 stop at San Pablo Monday, Wednesday, Thursday and Friday.

No. 17 reduce speed to 10 MPH at Elmira on Sunday to receive mail.

No. 241 stop on flag at Teal Saturday to entrain or detrain passengers.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
21	Any Station	Daily		Ogden
27	Dixon, Suisun-Fairfield	Daily		Reno
27	Elmira, Martinez, Selby, Oleum, Pinole, Richmond	Daily		Sacramento
87	Davis, Dixon, Elmira, Suisun-Fairfield Selby, Oleum, Pinole	Daily		Reno
23	Crockett	Daily		Portland
229	Cygnus	Daily exc. Sun. and Hol.	Any station	Suisun
229	Selby, Oleum, Rodeo, Hercules, Giant, Certainteed Pro. Co. (San Pablo)	Daily exc. Sun. and Hol.	Any station	Any station
243	Rodeo	Sun. and Hol.	Any station	Any station
55	Selby, Oleum, Rodeo	Daily	Any station	Any station
17	Dixon	Daily		Red Bluff
241	Oleum, Rodeo	Daily	Any station	Any station
261	Webster, Mikon, Swingle	Daily	Any station	Any station

ADDITIONAL STATIONS (Pages 2, 3 and 4)

NAME	Mile Post	Capacity	
Emeryville	6.6		P
Paraffine	7.4	..	
Stockyards	7.8		P
Stege	13.1		P
Giant (Spur)	18.9	19	P
Hercules	23.8		P
Rodeo (Spur)	25.5	22	P
Oleum	26.3	95	P
Tormey (Spur)	27.1	45	P
Selby "	27.5	61	P
Eckley	30.1		P
Nevada Dock	32.2		P
Army Point (on spur)	33.8		P
Benicia (on spur)	32.4		P
Pierce	40.1	..	
Cygnus	42.2		P
Teal	43.2	..	
Jacksnipe	45.1	..	
Tolenas	51.9	180	P
Cannon (Spur)	55.4	9	
Batavia "	64.2	14	
Tremont	71.8	78	P
Chiles (Spur)	77.1	13	
Swingle "	79.1	20	
Mikon "	86.3	17	
Washington	88.3	..	

EASTWARD MARTINEZ SUBDIVISION WESTWARD

					THIRD CLASS											THIRD CLASS								
	Capacity of sidings in car lengths				476	412	442	410	464	470	Distance from San Francisco		Time Table No. 240 September 9, 1945		Distance from Sacramento	600	465	471	602	475	604	411		
					Freight	Freight	Freight	Freight	Freight	Portland Freight						Sacramento Division Freight	Freight	Oakland Freight	Sacramento Division Freight	Freight	Sacramento Division Freight	Freight		
					Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily			STATIONS			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday		
											0.0		**SAN FRANCISCO** 3.5	Oakland Ferry	92.0									
											3.5		**OAKLAND PIER**		88.5									
Oakland yard	BKWIP										3.5	A. B. S.	TO-R **OAKLAND PIER** E. 1.4 — W. 2.0	Double Track	88.5									
	BKWO ITYP				11.45 PM	9.45 PM	9.30 PM	5.45 PM	9.00 AM	2.00 AM	(4.9)		(TO-R **WEST OAKLAND**) E. 2.0 — W. 1.0		(87.5)		2.00 PM	12.30 PM		1.00 AM		2.00 AM		
	IP										5.5		**OAKLAND (16th Street)** E. 1.5 — W. 1.5		86.5									
	IP										7.0	Automatic Train Control	TO **SHELLMOUND** E. 2.2 — W. 2.2		85.0									
	P										9.2		**BERKELEY** E. 5.8 — W. 5.8		82.8									
	P										15.0		**RICHMOND** E. 1.6 — W. 1.6		77.0									
	WP										16.6		**SAN PABLO** E. 3.2 — W. 3.0		75.4									
	P										19.8		**SOBRANTE** E. 3.2 — W. 4.1		72.2									
	E 105 W 95 P										23.0		TO **PINOLE** E. 5.9 — W. 5.7		69.0									
Port Costa yard	P										28.9 29.0		**CROCKETT** E. 2.1 — W. 2.1		63.1									
	BKWOTP								4.00 PM		31.1		R **PORT COSTA** E. 1.9 — W. 2.4		61.0		7.00 AM							
	M 116 P										33.1		**OZOL** E. 1.7 — W. 0.5		59.0									
	WIP				1.30 AM	11.45 PM	10.55	7.45 PM		3.45	34.7 31.7		TO **MARTINEZ** E. 5.7 — W. 7.2		57.4			10.40 AM		10.35 PM		11.40 PM		
	M 118 WP										38.0	Automatic Block System	**BAHIA** E. 10.1 — W. 10.6		51.0									
	Yard Limits E 83 W 87 BKWOYP				2.15		11.35 PM			4.25	48.9		TO-R **SUISUN-FAIRFIELD** E. 11.9 — W. 10.0		40.1			10.00		10.00				
	M 88 WYP										59.4		**ELMIRA** E. 8.1 — W. 8.1		29.6									
	M 74 WP										67.5		**DIXON** E. 8.8 — W. 9.1		21.5									
	Yard Limits E 80 W 81 KWIYP				3.30		12.20 AM			5.30 AM	75.6		TO-R **DAVIS** E. 4.5 — W. 3.8		13.4	6.20 AM		9.00 AM	2.10 PM	8.30	11.20 PM			
	M 96 P										80.4		**WEBSTER** E. 6.5 — W. 6.5		8.6									
Sacto. yard	IP										86.9		**Sacramento Northern Ry. Crossing** E. 2.1 — W. 2.1		2.1									
	BKW OTIP				4.30 AM		12.45 AM				89.0		TO-R **SACRAMENTO**		0.0	5.55 AM			1.45 PM	8.00 PM	10.55 PM			
					Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			(E. 88.4) (W. 88.5)			Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday		
					(4.45) 18.71	(2.00) 15.52	(3.15) 27.25	(2.00) 15.52	(7.00) 3.78	(3.30) 21.03			Time over District Average Speed per Hour			(0.25) 32.16	(7.00) 3.78	(3.30) 21.03	(0.25) 32.16	(5.00) 17.50	(0.25) 32.16	(2.20) 13.28		

RULE 5. Schedule time and train-order time at stations between Oakland Pier and Sacramento apply at station sign.

RULES 86 and 93: Third class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

When Signal 328 displays yellow aspect, trains must not exceed 15 MPH from this signal to track magnet located 550 feet west of Signal 332 SA, opposite white concrete marker block.

See pages 2 and 3 for additional schedules between Oakland Pier and Sacramento.

When Signal 347 displays yellow aspect, trains must not exceed 15 MPH from this signal to track magnet located 1250 feet east of Signal 337 SA, opposite white mark on bridge.

See page 3 for additional stations between Oakland Pier and Sacramento.

EASTWARD MARTINEZ SUBDIVISION WESTWARD

Capacity of sidings in car lengths	Mile Post Location	Time Table No. 240 September 9, 1945 Winters Branch STATIONS	Distance from Esparto
WY P	59.4 59.6	**ELMIRA** E. 4.1 — W. 4.1	30.3
	63.7	TO **VACAVILLE** E. 12.2 — W. 12.4	26.2
WT 20	76.0	TO **WINTERS** E. 13.9 — W. 13.9	13.9
W	89.9	TO **ESPARTO**	0.0
		(30.3)	

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Winters Branch		
Hartley.........(Spur)	68.5	6
Norton...............	80.3	13
Arroz..........(Spur)	82.8	3
Citrona........ "	83.6	7
Madison....... "	86.8	31
Napa Branch		
Subeet..........(Spur)	47.9	14
Thomasson....(Siding)	46.2	26

EASTWARD MARTINEZ SUBDIVISION WESTWARD

	SECOND CLASS					THIRD CLASS	
Capacity of sidings in car lengths	438	440	Mile Post Location	Time Table No. 240 September 9, 1945	Distance from Napa Jct.	439	441
	Freight	Freight		Napa Branch		Freight	Freight
	Leave Daily	Leave Daily Ex. Sunday		STATIONS		Arrive Daily	Arrive Daily Ex. Sunday
Yard Lmt. { BK 101 WOYP	9.30 AM	2.00 AM	50.5	TO-R **SUISUN-FAIRFIELD** E. 5.6 — W. 5.9	13.3	1.50 PM	5.50 PM
39 WP	9.45	2.15	44.8	**CORDELIA** E. 3.8 — W. 3.7	7.6	1.35	5.35
28 P	9.55	2.25	41.0	**CRESTON** E. 3.9 — W. 3.6	3.8	1.25	5.25
Yard Limits WYP	10.10 AM	2.45 AM	37.2	TO-R **NAPA JCT.**	0.0	1.10 PM	5.15 PM
	Arrive Daily	Arrive Daily Ex. Sunday		(13.3)		Leave Daily	Leave Daily Ex. Sunday
	(0.40) 19.80	(0.45) 17.73		Time over District Average Speed per Hour		(0.40) 19.80	(0.35) 22.80

EASTWARD — MARTINEZ SUBDIVISION — WESTWARD

Time Table No. 240

September 9, 1945

Capacity of sidings in car lengths	THIRD CLASS		FIRST CLASS			Distance from San Francisco		STATIONS	Distance from Tracy	FIRST CLASS			THIRD CLASS
	412 Freight	410 Freight	26 Owl	56 Passenger	52 San Joaquin					25 Owl	55 Passenger	51 San Joaquin	411 Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Port Costa yard WIP	11.45 PM	7.45 PM	6.57 PM	10.20 AM	9.44 AM	34.7	Automatic Train Control	TO MARTINEZ D. T. E. 1.3 — W. 1.3	47.5	s 7.18 AM	s 4.46 PM	s 7.35 PM	11.40 PM
P	12.05 AM	7.49	7.00	10.23	9.47	36.0		MOCOCO E. 2.1 — W. 2.1	46.2				
64 YP	12.30	7.55	7.04	s 10.27	9.50	38.1		TO-R AVON E. 2.5 — W. 3.9	44.1	7.12	s 4.39	7.30	11.30
Yard Limits N82 S116 WYP	1.00	8.05	7.09	f 10.32	9.54	41.3		TO PORT CHICAGO E. 3.9 — W. 3.1	40.9	7.07	s 4.32	7.25	11.05
50 P	1.10	8.15	**7.20**	10.37	9.59	44.8		McAVOY E. 4.1 — W. 3.8	37.4	7.01	4.27	**7.20**	10.43
Pittsburg yard 86 BWP	1.45	8.45	s 7.32	s 10.43	s 10.05	48.9		TO-R PITTSBURG E. 1.9 — W. 1.9	33.3	s 6.54	s 4.20	s 7.14	10.35
55 YP	1.52	8.52	7.39	10.51	10.10	50.8	Automatic Block System	LOS MEDANOS E. 2.9 — W. 2.8	31.4				
64 P	2.00	9.00	7.42	s 11.02	10.14	53.5		TO ANTIOCH E. 3.7 — W. 4.0	28.7	6.40	s 4.01	7.04	10.01
78 P	2.10	9.10	7.49	11.08	10.18	57.3		NEROLY E. 4.6 — W. 4.1	24.9	6.34	3.56	7.00	9.53
52 WP	2.35	9.20	f 7.58	s 11.17	10.25	61.7		TO BRENTWOOD E. 4.7 — W. 5.2	20.5	6.27	s 3.51	6.55	9.45
84 P	2.47	**9.30**	8.08	s 11.26	10.32	66.9		TO BYRON E. 5.2 — W. 4.8	15.3	6.18	s 3.44	6.49	**9.30**
46 P	3.00	9.42	8.16	11.33		71.6		HERDLYN E. 3.9 — W. 4.1	10.6	6.10	3.36		9.20
53 P	3.08	9.50	8.21	11.39	10.43	75.7		BETHANY E. 3.4 — W. 3.4	6.5	6.05	3.31	6.40	9.13
42 P	3.15	9.57	8.25	11.44	10.47	79.1		JANNEY E. 3.1 — W. 2.9	3.1	6.00	3.26		9.07
Tracy yard BKWOTYP	3.25 AM	10.10 PM	s 8.32 PM	s 11.50 AM	s 10.55 AM	82.2		TO-R TRACY	0.0	5.55 AM	3.21 PM	6.33 PM	9.00 PM
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(47.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(3.40) 12.95	(2.25) 19.65	(1.35) 30.00	(1.30) 31.66	(1.11) 40.14			Time over District Average Speed per Hour		(1.23) 34.33	(1.25) 33.53	(1.02) 45.98	(2.40) 17.81

EASTWARD — MARTINEZ SUBDIVISION — WESTWARD

Time Table No. 240

September 9, 1945

Schellville Branch

Capacity of sidings in car lengths	SECOND CLASS	Mile Post Location	STATIONS	Distance from Schellville	THIRD CLASS
	438 Freight				439 Freight
	Leave Daily				Arrive Daily
Yard Limits 38 WYP	10.30 AM	37.2	TO-R NAPA JCT. E. 0.5 — W. 0.9	11.3	12.50 PM
68	10.35	38.0	LOMBARD E. 3.0 — W. 2.6	10.5	12.45
P		40.7	BRAZOS E. 7.8 — W. 7.8	7.8	
Yard Limits Y	11.10 AM	48.5	TO-R SCHELLVILLE	0.0	12.10 PM
	Arrive Daily		(11.3)		Leave Daily
	(0.40) 17.25		Time over District Average Speed per Hour		(0.40) 17.25

EASTWARD — MARTINEZ SUBDIVISION — WESTWARD

Time Table No. 240

September 9, 1945

Napa Branch

Capacity of sidings in car lengths	SECOND CLASS	Mile Post Location	STATIONS	Distance from Calistoga	THIRD CLASS
	440 Freight				441 Freight
	Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday
Yard Limits 38 WYP	2.45 AM	37.2	TO-R NAPA JCT. E. 7.7 — W. 8.4	34.5	5.15 PM
Yard Limits 50 W	4.00	45.5	TO NAPA E. 2.9 — W. 2.4	26.2	4.45
30	4.10	47.8	UNION E. 6.3 — W. 6.0	23.9	4.00
	4.30	54.0	TO YOUNTVILLE E. 17.8 — W. 17.7	17.7	3.40
Yard Limits 21 BKT	7.00 AM	71.7	TO-R CALISTOGA	0.0	2.00 PM
	Arrive Daily Ex. Sunday		(34.5)		Leave Daily Ex. Sunday
	(4.15) 8.10		Time over District Average Speed per Hour		(3.15) 10.60

EASTWARD — MARTINEZ SUBDIVISION — WESTWARD

Time Table No. 240

September 9, 1945

San Ramon Branch

Capacity of sidings in car lengths	Mile Post Location	STATIONS	Distance from Radum
64 YP	38.1	TO-R AVON E. 4.3 — W. 4.6	29.7
WP	42.5	TO CONCORD E. 3.3 — W. 3.2	25.3
	45.8	LAS JUNTAS Sacramento Northern Ry. Crossing E. 2.3 — W. 2.5	22.0
P	48.2	TO WALNUT CREEK E. 6.5 — W. 6.6	19.6
	54.8	DANVILLE E. 3.3 — W. 3.1	13.0
27	57.7	SAN RAMON E. 5.7 — W. 5.6	10.1
Yard Limits	63.6	DOUGHERTY E. 2.7 — W. 3.0	4.2
	66.4	ASCO E. 1.5 — W. 1.2	1.4
IYP	67.8	Western Pac. R. R. Crossings TO RADUM	0.0
		(29.7)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Tracy Line		
Nichols	43.0	61 P
Shell Point	46.8	48 P
Jersey (Spur)	55.0	32
Newlove "	56.0	24
Arbor "	59.4	13
Byron Hot Springs	69.9	..
Schellville Branch		
Buchli	42.2	7
Ramal (Spur)	45.7	10
Napa Branch		
Rocktram	42.8	21
Imola (Spur)	44.2	3
Oak Knoll	50.2	..
Oakville	57.5	26
Rutherford	59.4	20
Zinfandel	61.2	..
Thomann	62.1	40
St. Helena	63.6	22
Krug	64.5	..
Barro (Spur)	65.3	6
Bale "	67.5	6 W
Larkmead "	68.3	6
Maple	69.0	9 W
San Ramon Branch		
Galindo (Spur)	41.0	2
Hookston	45.1	17
Alamo	52.6	

EASTWARD — MARTINEZ SUBDIVISION — WESTWARD

Time Table No. 240

September 9, 1945

Vallejo Branch

Capacity of sidings in car lengths	Mile Post Location	STATIONS	Distance from Vallejo
Yard Limits 38 WYP	37.2	TO-R NAPA JCT. E. 2.8 — W. 2.8	7.1
21	34.4	FLOSDEN E. 4.3 — W. 4.3	4.3
Yard Limits WT	30.1	TO-R VALLEJO	0.0
		(7.1)	

EASTWARD MARTINEZ SUBDIVISION WESTWARD

Time Table No. 240

September 9, 1945

Union Branch

Capacity of sidings in car lengths	Mile Post Location	STATIONS	Distance from Union
	48.8	WEST NAPA E. 2.0 — W. 2.0	2.0
30	50.8	UNION	0.0
		(2.0)	

RULE 5. Schedule time and train orders at Mococo apply at end of double track. Schedule time and train orders for westward trains at Port Chicago apply at west switch north siding, and for eastward trains apply at east switch south siding. North siding is first track north of main track (on bay side), and South siding is first track south of main track (on station side).

RULES 86 and 93. Third class trains, extra trains and engines, except trains handling passenger equipment only, must clear time of Nos. 51 and 52 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 51 and 52.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
25	Brentwood	Discharge		Fresno
25	Brentwood	Receive	Berkeley	

EASTWARD LOS BANOS SUBDIVISION WESTWARD

Capacity of sidings in car lengths	FIRST CLASS	Distance from San Francisco via Antioch		Time Table No. 240 September 9, 1945		Distance from Fresno	FIRST CLASS	THIRD CLASS		
	26						25	403	405	401
	Owl						Owl	Freight	Freight	Arrive Daily
	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Freight
Tracy yard BKW OTYP	8.40 PM	82.2	TO-R	**TRACY** E. 2.3 — W. 2.9 W. P. R.R. Crossing	Automatic Block System	126.2	s 5.45 AM	7.00 AM	3.00 PM	11.00 PM
IP	8.46	84.9		**LYOTH** E. 2.9 — W. 3.0		123.5				
52 P	8.50	87.9		**YARMOUTH** E. 4.8 — W. 4.8		120.5	5.30	6.43	2.40	10.41
52 P	8.56	92.6		**VERNALIS** E. 3.8 — W. 3.7		115.8	5.22	6.35	2.30	10.32
43 P		96.4		**HALLY** E. 3.4 — W. 3.9		112.0				
103 WP	9.05	100.4	TO	**WESTLEY** E. 7.9 — W. 7.4		108.0	5.12	6.23	2.17	10.20
52 P	f 9.16	107.4	TO	**PATTERSON** E. 5.5 — W. 5.5		101.0	f 5.03	6.12	2.05	10.09
50 P	9.23	113.2		**CROWS LANDING** E. 4.1 — W. 4.1		95.2	4.55	6.03	1.55	10.00
47 P		117.3		**TIMBA** E. 1.9 — W. 2.2		91.1				
55 WP	**f 9.35**	119.5	TO	**NEWMAN** E. 3.7 — W. 3.9		88.9	f 4.47	5.53	1.45	**9.35**
50 P	f 9.43	123.5	TO	**GUSTINE** E. 6.1 — W. 6.0		84.9	f 4.40	5.47	1.39	9.24
67 P	9.51	129.3		**INGOMAR** E. 6.1 — W. 6.3		79.1	4.32	5.38	1.30	9.15
53 P	9.58	135.6		**VOLTA** E. 4.8 — W. 5.1		72.8	4.25	5.28	1.20	9.06
80 Yd. Lmt. BKWOYP	s 10.15	140.4	TO-R	**LOS BANOS** E. 8.0 — W. 7.7		68.0	s 4.19	5.20	1.12	8.59
52 P	10.27	148.3		**AGATHA** E. 4.7 — W. 5.1		60.1	4.04	4.57	12.50	8.45
101 P	s 10.35	153.0	TO	**DOS PALOS** E. 6.9 — W. 6.4		55.4	f 3.58	4.50	12.43	8.38
40 P	10.44	159.8		**OXALIS** E. 6.0 — W. 6.4		48.6	3.50	4.39	12.33	8.29
103 WP	10.52	166.2	TO	**FIREBAUGH** E. 4.9 — W. 4.6		42.2	f 3.43	4.24	12.23	8.19
43 P	10.59	170.8		**CROMIR** E. 3.6 — W. 4.0		37.6	3.37	4.05	12.15	8.12
89 P	11.05	174.5	TO	**MENDOTA** E. 7.4 — W. 7.0		33.9	f 3.32	3.59	12.09 PM	8.06
41 P	11.15	181.9	R	**INGLE** E. 2.7 — W. 2.7		26.5	3.22	3.48	11.58 AM	7.55
44 P	11.19	184.5		**JAMESAN** E. 8.6 — W. 8.9		23.9	3.19	3.44	11.54	7.51
N 111 Yd.Lts S81 WYP	11.30	193.0	TO-R	**KERMAN** E. 3.6 — W. 3.3		15.4	f 3.10	3.30 AM	11.40 AM	7.38 PM
55	11.35	196.7		**FLOYD** E. 10.0 — W. 11.5		11.7	3.04			
Fresno yard BKWOTYP	s 11.55 PM	208.4	TO-R	**FRESNO**		0.0	2.45 AM			
	Arrive Daily			(126.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.15) 39.34			Time over District Average Speed per Hour			(3.00) 42.07	(3.30) 31.66	(3.20) 33.24	(3.22) 32.91

EASTWARD LATHROP SUBDIVISON WESTWARD

Capacity of sidings in car lengths	Mile Post Location		Time Table No. 240 September 9, 1945 Lodi Branch STATIONS	Distance from Kentucky House
Yard Limits BKWOYP	103.3	TO-R	**LODI** E. 1.8 — W. 1.8 C. C. T. Co. Crossing	39.3
11	105.1		**ROMA** E. 5.4 — W. 5.7	37.5
38 P	110.7		**LOCKEFORD** E. 19.5 — W. 19.3	31.9
Yard Limits 17 P	130.2	TO	**VALLEY SPRING** E. 12.6 — W. 12.5	12.4
Yard Limits YWP	142.6		**KENTUCKY HOUSE**	0.0
			(39.3)	

EASTWARD LATHROP SUBDIVISION WESTWARD

Capacity of sidings in car lengths	Mile Post Location		Time Table No. 240 September 9, 1945 Lodi Branch STATIONS	Distance from Woodbridge
Yd. Limits BKW OYP	103.3	TO-R	**LODI** C. C. T. Co. Crossing E. 2.5 — W. 2.5	2.5
	105.8		**WOODBRIDGE**	0.0
			(2.5)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Los Banos Line		
Ohm	93.5	..
Solyo	94.9	37 P
Vanormer	104.8	..
Stomar	116.0	..
Linora (Spur)	126.9	47 P
Trent	138.3	..
Abatto (Spur)	141.6	9
Brito	149.6	..
Silaxo	161.6	..
Benito	169.0	25
Arbios	172.8	..
Rolinda (Spur)	198.5	7 P
Pratton	202.5	20 P
Crayold (Spur)	205.3	21
Biola Line		
West Acres	206.0	4
Lodi Branch		
Victor	107.1	66 P
Clements	114.7	25 P
Wallace	120.8	35 P
Helisma	126.4	14
Norval (Spur)	129.3	4
Toyon	134.7	41 P
Macnider	139.0	11 P

EASTWARD LOS BANOS SUBDIVISION WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco via Antioch		Time Table No. 240 September 9, 1945 STATIONS	Distance from Fresno Yard	THIRD CLASS		
					403	405	401
					Freight	Freight	Freight
					Arrive Daily	Arrive Daily	Arrive Daily
N111 YdLts S81 WYP	193.0	TO-R	**KERMAN** E. 7.5 — W. 6.5	18.2	3.30 AM	11.40 AM	7.38 PM
P	200.5	TO	**BIOLA** E. 8.3 — W. 8.0	10.7	3.17	11.27	7.25
Fresno yd IP	208.6		**BIOLA JCT.** E. 2.6 — W. 2.6	2.6	3.00	11.10	7.08
BKWP	211.2	TO-R	**FRESNO YARD**	0.0	2.50 AM	11.00 AM	7.00 PM
			(18.2)		Leave Daily	Leave Daily	Leave Daily
			Time over District Average Speed per Hour		(0.40) 27.30	(0.40) 27.30	(0.38) 28.72

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
26	Solyo, Firebaugh, Mendota, Kerman	Receive and Discharge	Fresno	Martines
25	Solyo	Receive and Discharge	Tracy	Fresno

See Page 8 for additional schedules between Biola Jct. and Fresno Yard.

RULE 5. Schedule time and train orders for Biola line trains at Kerman apply to North siding, and for Pratton line trains to South siding. Trains to and from Los Banos Subdivision via Biola Jct. will be governed by interlocking signals between Biola Jct. and west switch No. 1 drill track Fresno yard, and will use No. 1 drill track to enter or leave Fresno yard.

EASTWARD LATHROP SUBDIVISION WESTWARD

Capacity of sidings in car lengths	THIRD CLASS				FIRST CLASS					Distance from San Francisco Via Niles		Time Table No. 240 September 9, 1945	Distance from Brighton	FIRST CLASS					THIRD CLASS		
	421	425	423	454		261	56	52	59					262	55	51	60		455		
	Freight	Freight	Freight	Freight		Passenger	Passenger	San Joaquin	West Coast					Passenger	Passenger	San Joaquin	West Coast		Freight		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday		
Tracy yard BKWOTYP				2.35 AM			12.05 PM	11.00 AM		70.8	Automatic Block System Double Track	TO-R **TRACY** E. 7.5 — W. 7.5	62.4		s 3.01 PM	s 6.27 PM			8.00 PM		
IP										78.3		**SAN JOAQUIN RIVER DRAWBRIDGE** E. 3.8 — W. 4.1	54.9								
Yard Limits { W 79 Fresno 53 WYIP	11.25 PM	3.30 PM	7.15 AM	3.05		6.35 PM	s 12.25 PM	11.17 AM	6.45 AM	81.5		R **LATHROP** E. 5.6 — W. 5.3	51.7	10.45 AM	2.41 PM	6.10 PM	9.12 PM		7.30		
Stockton yard { I										87.7		T. S. Ry. Crossing E. 3.2 — W. 3.2	45.5								
BKWO ITYP	11.50 PM	3.55	7.35	3.30 AM		s 6.50 7.10			s 7.00 7.20	90.9		A. T. & S. F. Crossing TO-R **STOCKTON** E. 1.4 — W. 1.4	42.3	10.30 s 10.15			s 9.00		7.00 PM		
IP										92.3		**STOCKTON TOWER No. 4** W. P. R. R. Crossing E. 1.6 — W. 1.6	40.9								
W										93.9		**AKERS** E. 1.1 — W. 1.1	39.3								
P										95.0		End of Double Track E. 1.3 — W. 2.5	38.2								
125 P						f				96.6	Centralized Traffic Control	**CASTLE** E. 3.7 — W. 3.7	36.6								
125 P						f				100.2		**ARMSTRONG** E. 1.7 — W. 2.5	33.0								
Yard Limits 131 BKWOYP						s 7.35			s 7.45	103.3		C. C. T. Co. Crossing **LODI** E. 4.0 — W. 3.2	29.9	s 9.55			s 8.35				
125 P						f 7.41				106.2		**ACAMPO** E. 3.1 — W. 3.1	27.0	f							
126 P						f				109.5		**FOREST LAKE** E. 2.5 — W. 2.9	23.7	f							
Yard Limits 175 WYP						s 8.05			s 8.05	111.7		**GALT** E. 3.3 — W. 2.9	21.5	s 9.35			8.20				
125 P						f				115.5		**NEED** E. 4.8 — W. 4.8	17.7	f							
128 P						f				119.5		**McCONNELL** E. 2.4 — W. 2.5	13.7	f							
135 P						s 8.25			8.24	122.9		**ELK GROVE** E. 2.9 — W. 2.9	10.3	s 9.15			8.05				
127 P						f				125.7		**MEADOWS** E. 3.3 — W. 3.4	7.5								
137 WP						f 8.40			8.32	129.0		**FLORIN** E. 3.8 — W. 2.6	4.2	s 9.03			7.57				
Sacramento yard { IP										132.0		**POLK** E. 1.5 — W. 1.5	1.2								
138 WIP	1.05 AM	5.00 PM	8.50 AM			f 8.55 PM			8.40 AM	133.2		**BRIGHTON** (62.4)	0.0	8.55 AM			7.50 PM				
TIME AT SACRAMENTO AND ELVAS FOR INFORMATION ONLY. SEE SACRAMENTO DIVISION TIME-TABLE FOR TRAIN MOVEMENTS BETWEEN SACRAMENTO AND BRIGHTON.																					
	1.25 AM	5.20 PM	9.10 AM			9.00 PM			8.47 AM	136.2		E. 2.9 — W. 2.3 **ELVAS** E. 2.9 — W. 2.9		8.50 AM			7.43 PM				
						9.10 PM			9.00 AM	139.1		**SACRAMENTO**		8.40 AM			7.30 PM				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday		
	(1.40) 31.02	(1.30) 34.46	(1.35) 32.65	(0.55) 21.93		(2.20) 22.16	(0.20) 32.10	(0.17) 37.76	(1.55) 26.97			Time over District Average Speed per Hour		(1.50) 28.20	(0.20) 32.10	(0.17) 37.76	(1.22) 37.82		(1.00) 20.10		

EASTWARD LATHROP SUBDIVISION WESTWARD

Capacity of sidings in car lengths	THIRD CLASS 454 Freight	Distance from San Francisco Via Niles	Time Table No. 240 September 9, 1945 Oakdale Branch	Distance from Montpellier	THIRD CLASS 455 Freight
	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday
Stockton yard BKWOITY P	4.00 AM	90.9	TO-R **STOCKTON** W. P. R. R. Crossing C. C. T. Co. Crossing E. 12.7 — W. 13.0	48.9	6.30 PM
28 YP	4.30	103.8	**PETERS** E. 18.8 — W. 18.5	36.0	6.00
Yard Limits 50 WP	5.30 AM	122.4	TO-R **OAKDALE** A. T. & S. F. Crossing E. 16.9 — W. 17.4	17.4	5.00 PM
P		139.8	**MONTPELLIER**	0.0	
	Arrive Daily Ex. Sunday		(48.9)		Leave Daily Ex. Sunday
	(1.30) 21.00		Time over District Average Speed per Hour		(1.30) 21.00

EASTWARD LATHROP SUBDIVISION WESTWARD

Capacity of sidings in car lengths	Mile Post Location ↓	Time Table No. 240 September 9, 1945 Ione Branch STATIONS	Distance from Ione
Yard Limits 175 WYP	111.7	TO-R **GALT** E. 5.0 — W. 5.0	27.1
	116.7	C. C. T. Co. Crossing E. 21.9 — W. 22.1	22.1
Yard Limits WTP	138.8	TO-R **IONE**	0.0 ↑
		(27.1)	

Nos. 262 and 60 will not stop at station at Lathrop but will use east leg of wye to Merced Subdivision.

No. 60 reduce speed to 15 MPH at Elk Grove to dispatch mail.

No. 59 reduce speed to 15 MPH at Acampo and Elk Grove to dispatch mail.

Nos. 55 and 56 stop at Banta, when necessary, to exchange mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To or Beyond	From or Beyond
59	Any Station	Receive or Discharge	Sacramento	Fresno
60	Any Station	Receive or Discharge	Modesto	Sacramento
261 262	French Camp, Urgon, Arno.	Receive or Discharge	Any Station	Any Station

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Brighton Line		
Banta	73.9	77 P
Winship (Spur)	76.8	9
French Camp	86.1	77 P
El Pinal	92.7	P
Tomspur (Spur)	98.1	6
Urgon "	105.1	39 P
Arno	117.5	19 P
Oakdale Branch		
Orford (Spur)	96.0	5
Holden "	100.6	5
Farmington	108.2	13 P
Gotri (Spur)	111.5	7
Valley Home	116.7	15 P
Adela (Spur)	120.6	18
Claribel	126.3	46
Waterford	132.4	68 P
Hickman	134.0	42 P
Ione Branch		
Clay	122.0	..
Carbondale	132.3	38 P
Lignite (Spur)	133.0	5
Edwin "	134.8	5
Clarksona "	135.2	13
Dagon "	137.7	14

EASTWARD MERCED SUBDIVISION WESTWARD

Capacity of sidings in car lengths	FIRST CLASS				Distance from San Francisco via Antioch			Time Table No. 240 September 9, 1945	Distance from Fresno	FIRST CLASS				THIRD CLASS		
	60	56	52	262						59	55	51	261	423	425	421
	West Coast	Passenger	San Joaquin	Passenger						West Coast	Passenger	San Joaquin	Passenger	Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits Fresno 53 WYIP	9.12PM	12.27PM	11.17AM	10.45AM	92.9	Automatic Block System	TO-R	**LATHROP** E. 0.9 — W. 0.9	112.6	6.45AM	s 2.39PM	6.10PM	6.35PM	7.15AM	3.30PM	11.25PM
IP					93.8			W. P. R. R. Crossing E. 3.0 — W. 3.7	111.7							
76 P	f 9.21	s 12.35		s 10.55	96.8		TO	**MANTECA** E. 1.6 — W. 1.9	108.7	6.35	s 2.29		s 6.23	7.00	3.18	11.12
115 P	9.24	12.38	11.26	10.59	99.4			**CALLA** E. 4.7 — W. 4.4	106.1	6.32	2.25	6.01	6.19	6.56	3.13	11.07
79 P	9.29	s 12.45		s 11.07	103.3		TO	**RIPON** E. 3.1 — W. 3.5	102.2	6.26	s 2.16	5.56	s 6.14	6.50	3.06	10.59
79 P	9.33	s 12.50	11.34	s 11.15	106.4			**SALIDA** E. 4.0 — W. 6.3	99.1	6.21	s 2.10	5.52	s 6.08	6.45	3.01	10.54
Yard Limits No. 1, 98 No. 2, 110 No. 3, 125 BKWOYP	s 9.50	s 1.25	s 11.50	s 11.25AM	113.1		TO-R	**MODESTO** E. 4.3 — W. 1.0	92.4	s 6.10	s 2.00	s 5.45	6.00PM	6.32	2.50	10.42
IP					114.7			T. S. Ry. Crossing E. 2.5 — W. 3.2	90.8							
72 P	9.57	s **1.33**	11.57AM		117.4			**CERES** E. 3.6 — W. 3.6	88.1	5.55	s **1.33**	5.30		6.20	2.38	10.30
70 P	10.01	f 1.40			120.8			**KEYES** E. 5.4 — W. 4.6	84.7	5.49	f 1.26	5.26		6.15	2.33	10.25
Yard Limits 82 P	s **10.13**	s 1.54	s 12.08PM		126.2		TO	**TURLOCK** E. 5.6 — W. 6.5	79.3	s 5.36	s 1.10	s 5.18		6.07	2.21	**10.13**
93 P	10.21	f **2.05**	12.15		131.9			**DELHI** E. 4.5 — W. 4.3	73.6	5.28	f 1.00	5.11		5.55	**2.05**	9.45
80 WP	f 10.30	s 2.16	12.20		136.4		TO	**LIVINGSTON** E. 6.4 — W. 6.4	69.1	5.21	s 12.50	5.06		5.45	1.53	9.35
72 P	f 10.40	f 2.29	12.28		143.2		TO	**ATWATER** E. 3.6 — W. 4.2	62.3	5.12	s 12.42	4.59		5.22	1.44	9.10
128 P	10.45	2.36	**12.32**		147.4			**FERGUS** E. 4.2 — W. 3.0	58.1	5.06	**12.32**	4.54		5.15	1.37	9.00
Yd. Lmts. 147 BKWOTP	s 11.05	s 3.00	s 12.42		150.5		TO-R	**MERCED** E. 5.8 — W. 6.6	55.0	s 5.00	s 12.23	s 4.50		5.10	1.30	8.52
72 P	11.16	f 3.12	12.50		156.6			**LINGARD** E. 4.1 — W. 4.1	48.9	4.42	12.03PM	4.39		4.56	1.08	8.35
76 P	11.21	f 3.20	**12.55**		160.5			**ATHLONE** E. 6.3 — W. 6.6	45.0	4.35	11.55AM	4.35		4.50	**12.55**	8.28
80 P	11.28	f 3.31	1.02		166.9			**MINTURN** E. 1.5 — W. 0.9	38.6	4.26	11.43	4.28		4.40	12.22	8.18
WYP	f 11.32	s 3.36			168.2		TO	**CHOWCHILLA** E. 4.8 — W. 5.3	37.3		s 11.38					
76 P	11.39	f 3.46	1.08		173.0			**FAIRMEAD** E. 2.6 — W. 2.8	32.5	4.19	f 11.26	4.22		4.31	12.12	8.07
71 WTP		f 3.51			176.5			**BERENDA** E. 3.2 — W. 3.0	29.0	4.15	11.20	4.19		4.25	12.06	8.00
100 P	11.47	3.57	1.14		179.2			**NOTARB** E. 5.2 — W. 4.2	26.3	4.11	11.14	4.15		4.20	12.01PM	7.55
Yard Limits 143 P	s 11.59PM	s **4.09**	s 1.21		183.9		TO	**MADERA** E. 6.0 — W. 6.8	21.6	s 4.03	s 11.05	s **4.09**		4.12	11.53AM	7.47
76 P	12.09AM	4.26	1.28		190.2			**IRRIGOSA** E. 5.5 — W. 5.4	15.3	3.46	10.50	4.00		4.00	11.40	7.35
80 P	12.15	f 4.38	1.34		195.6			**HERNDON** E. 3.9 — W. 3.1	9.9	3.40	f 10.39	3.54		3.50	11.30	7.25
Fresno yard IP					199.2			**BIOLA JCT.** E. 2.6 — W. 2.6	6.3							
BKWP	12.22	4.48	1.40		201.8	Double Track	TO-R	**FRESNO YARD** E. 3.7 — W. 3.7	3.7	3.30	10.25	3.48		3.40AM	11.20AM	7.15PM
BKW OTYP	s 12.35AM	s 5.00PM	s 1.50PM		205.5		TO-R	**FRESNO**	0.0	3.20AM	10.15AM	3.40PM				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(112.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.23) 33.28	(4.33) 24.74	(2.33) 44.15	(0.40) 30.30				Time over District Average Speed per Hour		(3.25) 32.95	(4.24) 25.59	(2.30) 45.04	(0.35) 34.62	(3.35) 30.39	(4.10) 26.14	(4.10) 26.14

EASTWARD MERCED SUBDIVISION WESTWARD

Capacity of sidings in car lengths	Mile Post Location		Time Table No. 240 September 9, 1945 Chowchilla Branch STATIONS	Distance from Dairyland
WYP	168.2	TO	**CHOWCHILLA** E. 10.1 — W. 10.1	10.1
	178.3		**DAIRYLAND**	0.0
			(10.1)	

EASTWARD MERCED SUBDIVISION WESTWARD

Capacity of sidings in car lengths	Mile Post Location		Time Table No. 240 September 9, 1945 Berenda Branch STATIONS	Distance from Daulton
71 WTP	176.5	R	**BERENDA** E. 3.3 — W. 3.3	11.4
I	179.8	TO	**KISMET TOWER** A. T. & S. F. Crossing E. 4.0 — W. 4.0	8.1
12	183.8		**TALBOT** E. 4.1 — W. 4.1	4.1
	187.9		**DAULTON**	0.0
			(11.4)	

RULE 5. Schedule time and train orders for Nos. 261 and 262 at Modesto apply at No. 3 siding.

RULES 86 and 93. Third class trains, extra trains and engines, except trains handling passenger equipment only, must clear time of Nos. 51 and 52 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 51 and 52.

Nos. 59 and 261 will not stop at station at Lathrop but will use east leg of wye to Lathrop Subdivision.

Nos. 55 and 56 make an additional stop on flag at mail crane 1650 feet east of station building Keyes, to exchange mail.

See page 6 for additional schedules between Biola Jct. and Fresno Yard.

No. 56 reduce speed to 10 MPH at Delhi and Atwater to dispatch papers.

No. 60 reduce speed to 5 MPH at Chowchilla to receive mail.

No. 59 reduce speed to 30 MPH at Chowchilla to dispatch mail.

No. 51 reduce speed to 5 MPH at Lathrop to receive mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
60	Any Station	Discharge		Stockton

ADDITIONAL STATIONS			ADDITIONAL STATIONS		
NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
Fresno Line			**Fresno Line**		
Coronet......(Spur)	100.6	28	Sierra Vista... (Spur)	165.8	28
Covell............	108.1	16	Borden............	186.7	25
Alcant............	129.3	..			
Arena........(Spur)	138.9	16	**Chowchilla Branch**		
Buhach...... "	144.8	25	Ash............	172.6	..
Creegan...... "	151.9	34	Tillman............	175.3	..
Labranza..... "	163.3	4	Plains........(Spur)	177.2	5

EASTWARD NILES SUBDIVISION WESTWARD

Capacity of sidings in car lengths	THIRD CLASS 402 Freight Leave Daily Ex. Sunday	408 Freight Leave Daily	406 Freight Leave Daily	Distance from San Francisco	Time Table No. 240 September 9, 1945 STATIONS	Distance from Tracy	THIRD CLASS 401 Freight Arrive Daily	429 Freight Arrive Daily	409 Freight Arrive Daily	433 Freight Arrive Daily	413 Freight Arrive Daily	437 Freight Arrive Daily
Yard Limits WIYP	8.50PM	9.30AM		26.2	TO-R REDWOOD JCT. E. 1.3 — W. 1.3	57.7	3.10AM		10.55AM		6.40PM	
				27.5	End of Double Track D. T. E. 1.8 — W. 2.0	56.4						
64 P	8.57	9.37		29.5	HENDERSON E. 4.3 — W. 4.6	54.4	3.04		10.49		6.34	
51 P	9.05	9.45		33.9	DUMBARTON E. 2.6 — W. 3.1	50.0	2.56		10.41		6.26	
Yard Limits 100 WIYP	9.30	10.05	6.05AM	37.2	TO-R NEWARK E. 3.6 — W. 3.1	46.7	2.49		10.34		6.19	
51 P	9.35	10.15	6.10	40.1	CENTERVILLE E. 1.5 — W. 1.9	43.8	2.43		10.28		6.13	
Yard Limits 80 P	9.38	**10.25**	6.25	41.7	SHINN E. 1.2 — W. 0.3	42.2	2.40		**10.25**		6.10	
IYP	9.40	10.27	6.30	42.5	W. P. R. R. Crossing TO-R NILES TOWER E. 0.5 — W. 0.5	41.4	2.38	3.08AM	10.23	11.05AM	6.08	6.38PM
	9.42	10.30	6.33	43.0 29.9	NILES JCT. E. 1.8 — W. 2.6	40.9	2.37	3.07	10.22	11.04	6.07	6.37
76 P	9.47	10.35	6.38	31.7	FARWELL E. 3.8 — W. 4.0	39.1	2.33	3.03	10.18	11.00	6.03	6.33
95 P	9.58	**10.46**	6.49	35.6	SUNOL E. 5.1 — W. 4.8	35.2	2.23	2.53	10.08	**10.46**	5.53	6.23
73 P	10.09	10.57	7.00	40.9	TO PLEASANTON E. 1.4 — W. 0.7	29.9	2.12	2.42	9.57	10.30	5.42	6.12
Yd. Limits IYP				42.0	TO RADUM E. 0.9 — W. 2.4	28.8						
No.1, 110 No.2, 105 YP	10.13	11.01	7.04	43.0	ELIOT E. 3.2 — W. 3.8	27.8	2.08	2.38	9.53	10.26	5.38	6.08
Yard Limits No.1, 85 No.2, 80 BKWP	10.30	11.10	7.12	46.9	TO-R LIVERMORE E. 3.8 — W. 2.6	23.9	2.00	2.30	9.45	10.18	5.30	6.00
74 P	10.37	11.17	7.19	50.5	ULMAR E. 4.4 — W. 4.6	20.3	1.53	2.23	9.38	10.11	5.23	5.53
94 WTP	10.49	11.30	7.29	55.0	TO ALTAMONT E. 4.9 — W. 4.7	15.8	1.42	2.12	9.27	10.00	5.12	5.42
72 P	10.59	11.40	7.40	59.5	CAYLEY E. 3.8 — W. 3.8	11.3	1.32	2.02	9.17	9.47	5.02	5.32
72 P	11.11	11.52AM	7.52	63.1	MIDWAY E. 7.7 — W. 7.0	7.7	1.20	1.50	9.05	9.35	4.50	5.20
Tracy yard BKWOTYP	11.25PM	12.05PM	8.10AM	70.8	TO-R TRACY	0.0	1.00AM	1.30AM	8.45AM	9.15AM	4.30PM	5.00PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		(57.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(2.35) 22.33	(2.35) 22.33	(2.05) 22.41		Time over District Average Speed per Hour		(2.10) 26.63	(1.38) 23.30	(2.10) 26.63	(1.50) 22.58	(2.10) 26.63	(1.38) 23.30

Automatic Block System (Niles Tower to Tracy)

EASTWARD NILES SUBDIVISION WESTWARD

Capacity of sidings in Car Lengths	THIRD CLASS 437 Freight Leave Daily	433 Freight Leave Daily	429 Freight Leave Daily	Distance from San Francisco	Time Table No. 240 September 9, 1945 STATIONS	Distance from San Jose Yard
Yard Limits IYP	6.38PM	11.05AM	3.08AM	29.7	TO-R NILES TOWER W. P. R. R. Crossing E. 2.6 — W 3.3	18.0
35 P	6.48	11.15	3.18	32.8	IRVINGTON E. 8.3 — W. 8.1	14.9
37 P	7.08	11.35	3.38	40.7	MILPITAS A. B. S. E. 2.6 — W. 2.2	7.0
P				43.3	WAYNE E. 4 4 — W. 4.4	4.4
San Jose yard BKWOITYP	7.30PM	11.57AM	4.00AM	47.7	R SAN JOSE YARD	0.0
	Arrive Daily	Arrive Daily	Arrive Daily		(18.0)	
	(0.52) 21.60	(0.52) 21.60	(0.52) 21.60		Time over District Average Speed per Hour	

RULE 5. Schedule time and train orders at Redwood Jct. apply at end of double track.

Schedule time and train orders on Elmhurst-Santa Clara line at Newark apply at siding east of station building. Siding extends from initial switch at east end to crossover only.

West end of house track at Newark, between crossover 300 feet west of station building and west switch is designated Passenger siding for use by passenger trains when authorized by train order, and must be left clear.

Siding of Centerville-Redwood Jct. line at Newark is west of crossing of Elmhurst-Santa Clara line.

Schedule time and train orders at Eliot apply at Siding No. 1, which is first track north of main track. Siding No. 2 is second track north of main track.

Schedule time and train orders for westward trains at Livermore apply at west end siding No. 1, and for eastward trains apply at east end siding No. 2. Siding No. 1 extends from station building westward 4600 feet, and siding No. 2 extends from switch 2000 feet east of station building eastward 4000 feet.

Connection between Siding No. 1 and Siding No. 2 at Livermore must be left clear.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Tracy Line		
Ravenswood..........	30.9	..
Dresser.........(Spur)	30.9	15
Trevarno.............	48.4	P

EASTWARD NILES SUBDIVISION WESTWARD

	Capacity of sidings in car lengths	THIRD CLASS			FIRST CLASS					Distance from San Francisco		Time Table No. 240 September 9, 1945		Distance from Santa Clara	FIRST CLASS				THIRD CLASS		
		422	418	416	74	40	254	12	250						39	73	11	255	419	407	417
		Freight	Freight	Freight	Oakland Lark	W. P. Passenger		W. P. Passenger	Passenger						W. P. Passenger	Oakland Lark	W. P. Passenger	Passenger	Freight	Freight	Freight
		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
					8.00 PM	4.00 PM		10.00 AM	7.00 AM	0.0		**SAN FRANCISCO** 3.5	Oakland Ferry	44.8	9.50 AM	9.50 AM	4.50 PM	7.20 PM			
					8.20	4.20		10.20	7.20	3.5		**OAKLAND PIER**		41.3	9.30	9.30	4.30	7.00			
Oakland yard	BKWIP				8.28 PM	4.40 PM	4.00 PM	10.40 AM	7.25 AM	3.5	Automatic Block System	TO-R **OAKLAND PIER** E. 1.4 — W. 1.4	Double Track	41.3	s 9.05 AM	s 9.20 AM	s 4.15 PM	s 6.35 PM			
	BKW OITYP	8.45 PM	9.30 AM	6.30 AM						4.9		TO-R **WEST OAKLAND** E. 1.0 — W. 1.0		39.9					5.30 AM		5.50 PM
	IP					4.48 PM		10.48 AM		5.9		**MAGNOLIA TOWER** W. P. R. R. Crossing E. 0.8 — W. 0.8		38.9	8.55 AM		4.03 PM				
	P				s 8.45		s 4.10		s 7.41	6.7		**OAKLAND** (First Street) E. 3.0 — W. 3.0		38.1		s 9.05		s 6.27			
	IP				s 8.52		4.17		s 7.48	9.7		**FRUITVALE** E. 3.7 — W. 3.7		35.1		s 8.50		s 6.16			
	64 WP	9.30	9.55	6.55 AM	8.58		4.25		7.53	13.4		TO-R **ELMHURST** E. 6.6 — W. 7.3		31.4		8.42		6.06	5.00		5.25
	70 WP	9.44	10.30		9.07		4.34		8.02	20.2		**RUSSELL** E. 4.8 — W. 4.8		24.6		8.33		5.56	4.45		4.50
	64 P	9.55	11.30		9.14		4.42		8.09	25.3		TO **ALVARADO** E. 5.9 — W. 6.0		19.5		8.27		5.46	4.35		4.30
	Yard Limits Psgr. 24 80 WIYP	10.10	11.50 AM		9.22		4.51		s **8.18**	30.6		TO-R **NEWARK** E. 3.4 — W. 3.3		14.2		**8.18**		5.36	4.20	6.05 AM	3.30 PM
	80 P	10.20			9.27		4.56		8.24	34.1		**ALBRAE** E. 5.0 — W. 4.4		10.7		8.06		5.29	4.00	5.58	
	P				9.32				8.30	39.1		**ALVISO** E. 2.3 — W. 2.6		5.7		f 8.01					
	53 P	10.38			f 9.38		5.06		8.34	41.7		TO **AGNEW** E. 3.4 — W. 2.9		3.1		f 7.57		5.18	3.40	5.47	
	San Jose yard KIP	10.45 PM			9.43 PM		5.12 PM		8.40 AM	44.8		TO-R **SANTA CLARA**		0.0		7.52 AM		5.13 PM	3.30 AM	5.40 AM	
TIME AT SAN JOSE FOR INFORMATION ONLY—SEE COAST DIVISION TIME-TABLE FOR TRAIN MOVEMENTS BETWEEN SANTA CLARA AND SAN JOSE																					
					9.50 PM		5.20 PM		8.45 AM			TO-R **SAN JOSE**				7.47 AM		5.08 PM			
		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(41.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		(2.00) 19.95	(2.20) 10.01	(0.25) 20.40	(1.15) 33.04	(0.08) 18.00	(1.12) 36.44	(0.08) 18.00	(1.15) 33.04			Time over District Average Speed per Hour			(0.10) 14.40	(1.28) 28.14	(0.12) 12.00	(1.22) 30.22	(2.00) 19.95	(0.25) 34.08	(2.20) 10.01

EASTWARD NILES SUBDIVISION WESTWARD

	Capacity of sidings in car lengths	Distance from San Francisco	↓	Time Table No. 240 September 9, 1945 Stonehurst Branch STATIONS	Distance from Stonehurst	
Oakland yard	64 WP	13.4	TO	**ELMHURST** E. 0.9 — W. 0.9 W. P. R. R. Crossing	0.9	↑
		14.3		**STONEHURST**	0.0	
				(0.9)		

EASTWARD NILES SUBDIVISION WESTWARD

	Capacity of sidings in car lengths	THIRD CLASS 416 Freight	Distance from San Francisco		Time Table No. 240 September 9, 1945	Distance from Niles
		Leave Daily Ex. Sunday			STATIONS	
Oakland yard	64 WP	6.55 AM	13.4	Automatic Block System	TO-R **ELMHURST** E. 1.3 — W. 1.8	15.8
	39 P	7.00	14.8		TO **SAN LEANDRO** E. 2.6 — W. 2.4	14.4
	35 P	7.15	17.5		**LORENZO** E. 2.6 — W. 2.7	11.7
	100 P	8.15	20.1		TO **HAYWARD** E. 6.4 — W. 6.2	9.1
	32 P	8.35	26.5		**DECOTO** E. 2.5 — W. 3.0	2.7
Yard Limits	70 KWYP	10.00 AM	29.2		TO-R **NILES**	0.0
		Arrive Daily Ex. Sunday			(15.8)	
		(3.05) 5.12			Time over District Average Speed per Hour	

RULE 5. Schedule time and train orders for westward trains via Decoto at Niles apply at junction switch located 550 feet west of station building.

RULE 5. Schedule time and train orders on Elmhurst-Santa Clara line at Newark apply at siding east of station building. Siding extends from initial switch at east end to crossover only.

West end of house track at Newark, between crossover 300 feet west of station building and west switch is designated Passenger siding, for use by passenger trains when authorized by train order, and must be left clear.

Siding of Centerville-Redwood Jct. line at Newark is west of crossing of Elmhurst-Santa Clara line.

Sections of Western Pacific first class trains may display signals between Oakland Pier and Magnolia Tower (W. P. Chestnut Jct.), in either direction without train-order authority.

Registration of sections of Western Pacific first class trains terminating at W. P. Chestnut Jct. and moving to Western Pacific Oakland Yard, may be phoned from Western Pacific Oakland Yard to Operator Southern Pacific, Oakland Pier, for entry on register at Oakland Pier.

No. 73 stop on flag at Drawbridge Wednesday and Saturday.

No. 74 stop on flag at Drawbridge Friday and Saturday.

Passenger siding at Newark has capacity of engine and 13 passenger cars.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Santa Clara Line		
East Oakland	8.3	P
Mulford	15.5	20 P
Robert	17.8	20 P
Mt. Eden	21.5	21 P
Baumberg (Spur)	23.0	10
Hall "	26.2	9 P
Drawbridge	36.5	P
Niles Line		
Estudillo	16.5	35 P
Halvern	24.0	..

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.

San Francisco	E. J. Land, 745 Third St.
San Francisco	I. S. Preston, 357 Phelan Bldg.
Oakland	E. W. Becker, 3357 E. 14th St.
Oakland	L. L. Hoffman, 740 Broadway
Oakland	E. S. Griffin, 214 Easton Bldg.
Oakland	Don J. Allphin, 5836 Foothill Blvd.
Alameda	A. O. Gott
Berkeley	Service & Post, 2179 Shattuck Avenue
Berkeley	Ernest L. Dorrett, 1823 Solano Avenue
Richmond	O. A. Poulsen, 1317 McDonald Ave.
Stockton	C. Mantele, 129 N. Sutter St.
Lodi	John Shulie
Benicia	Curt S. Appe
Vallejo	G. E. Bangle Co.
Calistoga	Albert Mercer
Winters	C. E. Wyatt
Sacramento	H. T. Harger, 1028 K St.
Roseville	D. B. Farnsworth
Martinez	John G. Beard
Pittsburg	H. A. Minasian
Tracy	L. H. Jolley
Livermore	C. Harlie Power
San Jose	Kochers, 160 So. First St.
Newman	Ernest Beall
Los Banos	John B. Machado
Fresno	C. P. Clayton, Room 215, Pacific Southwest Bldg.
Madera	Robert J. Wellman
Merced	W. McElherron
Modesto	W. P. Shoemake
Turlock	D. F. Hall

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 4. Designated Holidays:

New Year's Day, January 1st.
Washington's Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, first Monday in September.
Thanksgiving Day, fourth Thursday in November.
Christmas Day, December 25th.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or time-table bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered Streamliner Nos. 101 and 102.

Mile post location of slow boards which indicate the speed that must not be exceeded while engine is passing distant signal three-fourths mile beyond the slow board, unless distant signal can plainly be seen to be displaying proceed indication:

Eastward				Westward			
SHELLMOUND-TRACY							
37.1	55.6	70.1	79.8	9.5	46.4	63.2	77.2
39.3	59.9	74.1		10.6	55.2	68.4	80.7
43.2	64.9	77.5		40.1	59.0	73.3	....
TRACY-FRESNO							
83.0	115.9	146.7	183.0	84.2	108.9	136.9	176.5
86.3	117.6	151.5	195.1	86.5	114.7	142.1	183.3
91.1	121.8	158.4	196.9	87.4	118.9	149.8	186.0
94.9	125.6	164.1	200.9	89.4	121.1	155.1	195.5
98.8	127.7	169.3	205.4	94.2	125.1	161.3	198.5
105.7	133.9	172.9		97.9	128.7	167.8	200.0
111.7	138.8	180.3		101.9	130.9	172.3	203.9
LATHROP-FRESNO							
95.2	116.0	134.9			100.8	119.1	138.4
101.8	119.3	144.9			105.1	122.6	148.9
104.9	124.2	.....			108.5	128.2	.....
109.0	130.8	.....			115.0	133.8	.....
TRACY-BRIGHTON							
96.8	106.8	125.0			98.9	108.3	122.7
98.6	110.0	126.2			100.6	109.5	127.5
100.4	119.8	130.4			102.6	111.5	128.6
106.2	120.7	.....			106.0	112.1	130.6
ELMHURST-NILES							
13.5	16.0	27.5			14.8	16.3	....
REDWOOD JCT.-TRACY							
27.9	36.2	48.8	57.9	27.6	36.0	51.9	65.0
32.3	38.6	53.1	67.4	28.8	38.5	56.4	70.1
35.0	39.3	....		30.9	....	....	....
ELMHURST-SANTA CLARA							
18.8	28.7	40.0		18.5	22.0	33.2	36.0
23.3	32.5	42.5		....	....	....	....
NILES-SAN JOSE YARD							
35.0	39.3	41.8		42.2	31.1	....	....

Slow boards located to left of track:

Eastward between west switch No. 2 siding and east switch No. 3 siding at Modesto.

RULE 11 (A). Lighted fusees must not be left burning on Suisun Bay bridge.

RULE 14 (d). As specified below, — — — —o will be indication that flagman may return from west as prescribed by Rule 99:

Martinez, Trains on Tracy line.
Newark and Santa Clara, Trains on Elmhurst-Santa Clara line.
Niles, Trains on Elmhurst-San Jose line.
Fresno, Trains on Pratton line.
Biola Jct., Trains on Biola line.

RULE 14 (e). As specified below, — — — — — — will be indication that flagman may return from east as prescribed by Rule 99:

Martinez, Trains on Tracy line.
Elmhurst-Newark-Santa Clara, Trains on Elmhurst-Santa Clara line.
Niles, Trains on Milpitas line.
Napa Jct., Trains on Schellville line.
Suisun-Fairfield, Trains on Napa Jct. line.
Davis, Trains on Woodland line.
Galt, Trains on Ione line.
Lodi, Trains on Valley Spring and Woodbridge lines.
Stockton, Trains on Oakdale line.
Lathrop, Trains on Merced line.
Tracy, Trains on Los Banos line.
Berenda, Trains on Daulton line.
Kerman, Trains on Biola line.
Ingle, Trains on Riverdale line.

RULE 14 (k). Will not apply in C. T. C. System.

RULE 14 (l). Whistle signal must be sounded and bell kept ringing when entering or leaving the Sugar Co.'s yard at Alvarado or approaching their road crossing.

RULE 14 (m). Whistle will not be sounded one mile before reaching stations between:

Oakland Pier and San Pablo;
Oakland Pier and Elmhurst.

RULE 15. Second paragraph is changed to read:
"The explosion of two torpedoes is a signal to proceed with caution for not less than one mile."

RULES 17 and 17 (C). Headlights of engines standing at end of wharf at Oakland Pier must be extinguished when steamers are entering slip. Headlights of eastward trains must be extinguished while standing at Oakland Pier and dimmed until Oakland Pier tower has been passed.

RULE 17. Mars Signal Light on engines shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

RULE 21 (C). Passenger engines to handle trains from Oakland Pier may display indicators before leaving West Oakland.

Indicators of engines on trains arriving Oakland Pier may be displayed until engine reaches roundhouse at West Oakland, and must be removed immediately on arrival at delivery track.

RULE 26 is amended to require display of blue signal on engineer's side of cab, instead of at one or both ends of engines. When metal occupational discs are used in conjunction therewith, blue signal must not be removed until all metal discs have been detached by workman of the same class making application. Person removing last disc may also remove blue signal.

RULE 28. In double track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE 30. Between the hours of 9:00 p. m. and 6:00 a. m. engine bell must not be rung, except in emergency, in city limits of Napa.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 82 (A). Westward regular trains from Lathrop Subdivision to Merced Subdivision will assume the corresponding number and schedule at Lathrop without clearance.

Westward sections and extra trains authorized at Stockton by train order for movement on Merced Subdivision may leave Lathrop without clearance.

Trains from Merced Subdivision will assume the corresponding number and schedule on Lathrop Subdivision and may leave Lathrop without clearance.

Trains from Merced Subdivision for movement eastward on Lathrop Subdivision may leave Lathrop without clearance.

Trains using west leg of wye to Merced Subdivision must obtain clearance before leaving Lathrop.

Trains receiving Western Division clearance at San Jose may leave Santa Clara without clearance.

Trains from Western Division at Brighton may assume corresponding schedules, or sections of schedules, on Sacramento Division without clearance.

Third-class and extra trains to or from Western Division passing Sacramento will not obtain clearance at Sacramento.

Trains to Western Division at Brighton, originating at Sacramento, may leave Sacramento with Western Division clearance only.

Trains enroute Western Division via Sacramento or Brighton originating at Roseville, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Roseville will apply the same as if addressed to them at Brighton or Sacramento.

RULE 83. Sections of No. 60 having received their authority at Stockton, or east of Stockton, need not ascertain that preceding sections of the same schedule have left Lathrop.

Identification may be made by westward trains between Stockton and Lathrop to be applied at Lathrop on Merced Subdivision; and by eastward trains between Redwood Jct. and end of double track to be applied at end of double track; and by westward trains between Fresno and Fresno Yard to be applied at end of double track Fresno Yard. Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

After receiving check of register for westward first-class train leaving Fresno, westward inferior trains may leave Fresno Yard not less than 15 minutes after registered departure time of such first-class train from Fresno and may run ahead of such first-class train from Fresno Yard to Notarb. A first-class train passing Fresno Yard 15 minutes or more after registered departure time from Fresno will run expecting to find a train running ahead Fresno Yard to Notarb.

RULE 83 (A). At the following stations only trains indicated will register:

West Oakland	Livermore	Trains originating or terminating
Port Costa	Los Banos	
Suisun-Fairfield	Ingle	
Davis	Fresno Yard	
Avon	Oakdale	
Pittsburg	Modesto	
Newark	Merced	

Sacramento: Trains originating or terminating, except third-class and extra trains passing Sacramento to or from Western Division.

Sacramento, 12th St.: Eastward trains via Brighton and trains originating or terminating.

Extra trains will register at Stockton, Lathrop, Napa Jct., Niles Tower, Niles and Kerman.

Rule 83 (A) will not apply to trains originating or terminating at Lathrop when using east leg of wye.

San Jose Yard: Trains originating or terminating register at Santa Clara Tower.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Elmhurst	Regular trains
Niles	All trains
Niles Tower	All trains
Redwood Jct	All trains
Newark	Nos. 407 and 406
Stockton	Third class and extra trains, except those originating or terminating
Kerman	All trains
Lathrop	All trains on Lathrop Subdivision and Merced Subdivision trains originating or terminating using west leg of wye.
Davis	All trains to or from West Valley Subdivision, Sacramento Division.
Santa Clara	All trains at Santa Clara Tower.
Sacramento, 12th St	Eastward trains via Brighton

RULE 84. Proceed signal 12 (c) must be used to start trains from Oakland Pier, except Streamliner No. 102 when communicating signal may be used.

RULE 93. When freight cars are moved from one point to another on main track within Oakland yard limits at night, a red light must be displayed on rear of rear car.

When cars are left standing on main track within yard limits at night without other protection, a red light must be displayed on each end of the cut of cars. This does not relieve trains or engines of responsibility to comply with the provisions of Rule 93.

Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

West MP			East MP
	Oakland	(Martinez line)	17.35
	“	(Niles line)	15.82
	“	(Alvarado line)	14.01
27.97	Port Costa		39.24
	“	(Benicia spur)	End track
	“	(Tracy line)	37.08
47.05	Suisun-Fairfield		52.45
	“	(Napa Jct. line)	45.75
74.20	Davis		77.34
	“	(Tehama line)	76.94
85.51	Sacramento		95.35
131.60	“	(Stockton line)	136.33
39.53	Port Chicago		42.93
46.31	Pittsburg		51.68
80.70	Tracy	(Martinez-Los Banos line)	85.64
69.19	“	(Niles-Lathrop line)	74.37
139.61	Los Banos		142.01
192.46	Kerman		194.53
206.04	Fresno	(Pratton-Selma line)	210.81
208.44	“	(Biola-Exeter line)	208.15
199.07	“	(Merced-Clovis line)	209.60
80.56	Lathrop	(Tracy-Stockton line)	83.04
	“	(Merced line)	94.02
85.07	Stockton		93.72
	“	(Oakdale line)	94.41
120.23	Oakdale		122.92
101.57	Lodi		104.25
	“	(Victor line)	104.45
	“	(Woodbridge line)	End track
111.10	Galt		113.21
	“	(Ione line)	112.91
129.04	Valley Spring		130.50
141.94	Kentucky House		End track
138.28	Ione		End track
109.94	Modesto		114.93
124.98	Turlock		127.32
149.55	Merced		151.42
182.67	Madera		185.38
24.44	Redwood Jct.	(San Mateo-Newark line)	28.20
	“	(Palo Alto line)	27.17
35.36	Newark	(Centerville-Redwood Jct. line)	38.51
28.79	“	(Alvarado-Santa Clara line)	32.25
41.29	Niles	(Tracy-Redwood Jct. line)	30.67
27.37	“	(Hayward-Milpitas line)	30.95
41.70	Eliot		45.40
	“	(San Ramon line)	63.25
45.90	Livermore		48.72
43.47	San Jose	(Palo Alto-Coyote line)	56.00
44.85	“	(Milpitas line)	
43.74	“	(Alviso line)	
39.17	Napa Jct.	(Creston-Calistoga line)	38.21
	“	(Schellville line)	38.86
	“	(Vallejo line)	36.37
44.34	Napa		46.46
70.82	Calistoga		End track
47.72	Schellville	(Lombard-Ignacio line)	38.94
	“	(Sonoma line)	49.70
31.81	Vallejo		End track

Oakland. Oakland yard includes Richmond Transfer and Richmond Belt Ry.

Tracy. Eastward passenger trains from Martinez line must receive proceed signal from yardman before passing Signal 820; eastward trains from Niles line must receive proceed signal from yardman before passing Signal 704.

Fresno. Trains moving between Tulare St. and Merced St. (east and west of passenger station) must receive proceed signal from yardman (green flag or green light) between those points.

Westward trains via Pratton line must receive proceed signal from yardman (green flag or green light) before passing Divisadero St.

RULE 95. Train orders issued under Form F reading to or from Santa Clara will apply over the Coast Division into or out of San Jose.

Train orders issued by Western Division under Form F, reading to or from Brighton, will apply over the Sacramento Division into or out of Sacramento or Roseville.

Nos. 401, 409 and 413 and sections of those schedules will be cleared at Redwood Jct. according to their identification arriving at that point, and are authorized to display this identification to Bayshore without train-order authority, clearance for sections to show ‘‘No signals’’ or ‘‘Green signals’’ following train number.

RULE D-97 (A). Will apply between following points:
Oakland Pier and Sacramento; Oakland Pier and Elmhurst;
Martinez and Mococo; Tracy and Stockton Tower No. 4.

RULE 98. Railroad crossings at grade not interlocked:

Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over the following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Benicia: Government Ry., crossing of Benicia spur near Benicia arsenal. If signal 340 or 341 displays stop indication, flag protection must be provided on intersecting track before movement made over crossing.

Napa Jct.: Big balloon track crossing of Calistoga-Vallejo main track. Schellville line trains using big balloon track need not stop.

Stockton: CCTCo., crossing of Oakdale Branch near MP 92.0.

Lodi: CCTCo., crossing of Brighton line at MP 103.2.

Lodi: CCTCo., crossing of Woodbridge line.

Alameda. A.A.F. In-transit Depot., Government Ry crossing of yard track leading to United Engineering Co.

Stop not less than ten feet, nor more than fifty feet from the following crossings and send flagman ahead who must ascertain that no movement is approaching on intersecting line before giving signal to proceed:

Oakland. WPRR crossing on Stonehurst Branch.

Oakland. WPRR crossing of yard track at 3rd & Fallon Sts.

Oakland. WPRR crossing of yard track at 42nd Ave.

Oakland. AT&SFRy crossing of yard track at 20th & Kirkham Sts.

Oakland. AT&SFRy crossing of Surryne drill track, east of Santa Fe interchange.

Oakland. OTRy crossing of SP lead to Santa Fe interchange at 34th & Wood Sts.

Oakland. AT&SFRy two crossings of SP connection to OTRy interchange at 34th & Wood Sts.

Oakland. Shipyard Ry crossing of yard track at 9th & Parker Sts.

Berkeley. Key System crossing yard track at Ward & Stanford Sts.

Richmond. AT&SFRy crossing of SP and PMCorp leads at 27th St. & Seaver Ave. at Shipyard No. 2.

Richmond. AT&SFRy shipyard lead from Santa Fe 8th St. yard, crossing two Seaver Ave. drill tracks, near 14th St.

Stop clear of derails at the following crossings and send flagman ahead who must ascertain that no movement is approaching on intersecting line, then operate derail lever to close derails before giving signal to proceed. Restore derails after each movement over crossing:

East Oakland. WPRR crossing of Kaiser lead near 7th Ave.

Oakland. Shipyard Ry crossings of two drill tracks at 9th & Harrison Sts. Derails are electrically locked. Obtain key from locked box.

Stege. Shipyard Ry crossings of Dump track.

Stop clear of the following crossings, then proceed if no movement approaching on intersecting line:

Alameda: Belt Line Ry., crossing yard track between Alameda & Pacific Ave.

Alameda: Belt Line Ry., crossing yard track between Eagle Ave. & Tynan Sts.

Napa Jct.: Calistoga-Vallejo main track crossing of big balloon track. Calistoga-Vallejo line trains must stop.

Lodi: CCTCo., crossing of yard tracks west of station building.

Roma: CCTCo., crossing of Valley Spring line.

Oakdale: AT&SFRy., crossing of Oakdale Branch.

MP 116.7 on Ione Branch: CCTCo., crossing of Ione Branch.

Las Juntas: SNRy., crossing of San Ramon Branch.

Drawbridge not interlocked:

Stockton: Drawbridge over San Joaquin River, on spur connecting with SPBRy. Drawbridge normally open for river traffic. SP movement must stop. Sound whistle signal 14 (j) for bridge to be lined.

RULE 99. Third, fourth and sixth paragraphs are changed to read as follows:

‘‘If recalled from a point less than one-half mile from rear of his train, he must, if safety to train requires, leave lighted fusee at proper intervals and, if conditions warrant, also place two torpedoes on the rail three rail-lengths apart.’’

‘‘If not recalled, one-half mile from rear of train he must place one torpedo on the rail; one mile from rear of train, or when recalled, if one-half mile or more from rear of train, he must place two torpedoes on the rail three rail-lengths apart. If conditions such as curves, foggy or stormy weather or descending grade require, he must continue back a greater distance, placing two additional torpedoes.’’

‘‘When flagman has reached the required flagging distance and has placed torpedoes as required, he may then return to the single torpedo where he must remain until relieved by another flagman or recalled. When recalled, he may remove the single torpedo and return, leaving lighted fusee at such intervals as conditions warrant.’’

RULE 99 (C). Will apply on Berenda, Chowchilla, Ione, Lodi, Oakdale and Winters Branches; on Napa Branch between Napa and Calistoga, and on San Ramon Branch between Avon and Dougherty.

RULE 103 (A). No train, engine, motor or car shall be operated over any crossing where special signs appear, reading:
STOP—FLAG HIGHWAY TRAFFIC, or
CAUTION—FLAG HIGHWAY TRAFFIC
unless same be first brought to a stop or caution observed (as indicated by sign) and traffic on crossing protected by member of train crew or other competent employe acting as flagman.

Oakland. When moving against current of traffic, flagman must protect crossing before moving over 5th, 19th, 29th Ave., and High Street.

Nobel. When any of the crossovers are used in vicinity of Nobel, switches must not be left open longer than necessary to complete move, as automatic crossing gates at Buchanan St., Albany will remain down as long as one of these switches is open.

Flosden. Approach crossing AA-34 with caution. Crossing not protected by automatic crossing signal.

Vallejo. Approach crossing of Delano Ave. with caution. Crossing not protected by automatic crossing signal.

Suisun-Fairfield: When necessary for Freight trains to make stop blocking crossings east of passenger station, they must be opened with least possible delay.

Newark: Willow Street crossing must not be blocked in excess of five minutes except in emergency.

Turlock: Switching must not be performed over Main and Olive Street crossings between hours of 12 noon and 1:00 p.m.

Newman: By ordinance, it is a misdemeanor to switch the house track between Merced and Fresno Streets from five minutes before arrival to five minutes after departure of passenger trains.

Los Banos: While making switching movements over Fourth St. on back track and west middle, a trainman must be stationed on ground to protect traffic.

Stockton: When making movements eastward on Scotts Avenue, before crossing El Dorado Street, following will govern:

With engine ahead pulling cars, stop and proceed.

With cars being pushed, stop and proceed with yardman protecting movement over El Dorado Street.

RULE 104. The normal position of rigid switches at the end of double track and at junctions, is as follows:

Elmhurst........End of double track, for Eastward track;
Alvarado line, for Niles line;
Stonehurst line, for house track extension.

Switches handled by operator.

Whistle signals: For Alvarado line, o ——— ———.
For Niles line, ——— o ———.
For Stonehurst line, o ——— o.

Niles............Niles Tower line, for Elmhurst-Livermore line.

Westward trains from Niles Tower line intending to use crossover west of station building must remain clear of crossover until both switches have been lined, then be governed by indication in Signal 287.

Avon............San Ramon line, for siding.
Suisun-Fairfield..Napa Jct. line, for westward siding.
Napa Jct........Schellville line, for Calistoga-Vallejo line at MP 37.35.
Napa Jct........Suisun-Fairfield line, for Vallejo line, at MP 37.25.
Union............Crossover switch near west end siding, for West Napa line.
Schellville........Napa Jct. line, for NWPRR main track.
Tracy............Niles line, for Martinez line.
Tracy............End double track, for eastward track.
Tracy............Los Banos line, for Niles line.
Lodi............Woodbridge line, for Lathrop line.
Lodi............Valley Spring line, for yard track.
Galt............Ione line, for straight leg of wye.
Ingle............Riverdale line, for siding.
Kerman..........Biola line, for Pratton line.
Berenda..........Daulton line, for house track.
Chowchilla.......Dairyland line, for house track.
Fresno Yard......End double track, for eastward track.
Fresno..........Pratton line, for eastward main track.

Napa Jct. Track known as little balloon is Schellville line main track, but east switch of little balloon track must be left lined for through movement between Schellville line and big balloon track.

Wye connection between Suisun-Fairfield line and Calistoga line is not main track, and switches at each end of this wye track must be left lined for the respective main track movements.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner Nos. 101 and 102.

RULE 105. Lathrop: Westward siding leaves westward main track 1500 feet east of corral and enters main track just east of water tank and to be used by westward trains.

Fresno siding leaves eastward main track at extreme west end of Lathrop yard and enters Merced Subdivision main track at Signal 932 and to be used by trains to or from Merced Subdivision.

Modesto: Siding No. 1 leaves main track 1740 feet east of MP 110 and enters main track 1800 feet east of MP 111 and to be used by eastward trains.

Siding No. 2 leaves main track 2000 feet east of MP 111 and enters main track 2243 feet east of MP 112, and must not be blocked without the authority of the conductor of the Modesto switcher crew while that crew is on duty at Modesto unless otherwise provided.

Siding No. 3 leaves main track 3432 feet east of MP 113 and enters main track 2112 feet east of MP 112 and to be used by westward trains.

Freight trains must not use No. 3 siding between 11:20 AM and 12:20 PM, and between 5:15 PM and 6:15 PM.

Suisun-Fairfield: Eastward siding is first track south of eastward main track and leaves eastward main track 2280 feet east of MP 47 and to be used by eastward trains; westward siding is first track north of westward main track and leaves westward main track 3000 feet west of MP 50 and to be used by westward trains; such trains will enter this siding at crossover about opposite freight house.

Davis: Eastward siding is first track south of eastward main track and enters eastward main track 1200 feet east of Davis tower and to be used by eastward trains. Westward siding is first track north of westward main track and enters westward main track 1960 feet west of MP 77 and to be used by westward trains.

Kerman: North siding is siding north of main track extending from MP 192.9 to MP 194.1, and to be used by trains to and from Biola line only; east switch to be lined normally for movement to and from Biola line. Westward trains from Biola line, unless otherwise required by train order, will use North siding. Eastward trains to Biola line will enter Biola line at junction switch, unless west switch of North Siding is lined for siding, and proceed signal is received from operator (green flag by day, green light by night).

South siding is siding south of main track extending from MP 192.8 to MP 193.8.

RULE 107. More than one train should not occupy tracks between Franklin and Washington Streets, Oakland, at the same time. If necessary for two trains to occupy this territory, one train only must be moving. Passenger trains to have preference.

Station platform indicator 2200 feet west of station at Crockett indicates whether or not a train is standing at platform at Crockett. Eastward trains to be governed thereby.

Freight trains must avoid passing between stations and loading tracks when passenger trains are closely approaching from opposite direction on double track, and care must be exercised by non-stopping passenger trains when approaching stations at about the same time that local passenger trains are approaching from the opposite direction. When practicable non-stopping trains are to be given preference, but each train must be operated in a manner to avoid confusion and hazard of personal injury.

When opposing trains are to reach stations shown below at approximately the same time the first named train should be given preference to the station over the second named train:

Oakland (16th St.)	No. 52 over No. 25;
	No. 23 over No. 246;
	No. 51 over No. 20.
Berkeley.........	No. 224 over No. 27;
	No. 87 over No. 22;
	No. 17 over No. 20;
	No. 51 over No. 88.
Richmond........	No. 247 over No. 52;
	No. 19 over No. 56;
	No. 87 over No. 56;
	No. 241 over No. 10.
Crockett.........	No. 18 over No. 17.
Martinez.........	No. 223 over No. 248.

RULE 204. Trains of Lathrop or Merced subdivision, with the same conductor and engineer operating through Lathrop may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE 204 (A). Operator Stockton must furnish engineers of eastward freight trains an extra copy of Sacramento Division train orders, to be delivered to helper engineer when helper is picked up.

RULE 210 is modified to provide that when using revised Train Order Form CS-2600, which has the words "Repeated and Complete" printed at bottom of the form, operator will write or typewrite the time and his or her last name in the space provided on the order, after it has been made complete by train dispatcher.

RULE 221. First sentence of third paragraph is amended as follows: "When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal."

Light will not be displayed in train-order signals on Winters, Napa, San Ramon, Oakdale and Lodi branches, except when train-order operator is on duty.

Trains must obtain clearance before leaving Newark, Stockton, Merced, Napa Jct., Napa, Niles and Kismet Tower.

Shellmound is train-order office for Eastward third class and extra trains only. When signal 66SA or 68SA indicates proceed, such trains must approach prepared to receive train orders.

Eastward third class and extra trains must obtain clearance before leaving Shellmound.

West Oakland and Fresno Yard are train-order offices for trains originating only.

Nos. 250, 254 and 74, and eastward extra trains consisting of passenger equipment to Coast Division may leave Santa Clara without clearance.

RULE D-251. Will apply as follows:

On both main tracks,
  Between Oakland Pier and Elmhurst.
  Between Fresno Yard and Calwa Tower.
On eastward track,
  Lathrop to Stockton Tower No. 4.
On westward track,
  Stockton Tower No. 4 to Stockton.
  Lathrop to Tracy.
  Sacramento to Davis train-order office, provided proceed signal received from yardman at Front St., Sacramento (green flag by day, green light by night), except will not supersede the superiority of No. 101.

Proceed indication displayed by train-order signal at Davis and by eastward interlocking signal east of Davis Tower will be authority for eastward third-class and inferior trains to move irrespective of time table superiority of Nos. 262 and 15 from Davis to Sacramento.

RULE 297. Following paragraph is added:

"A train, if delayed in the block, must proceed with caution to the next signal."

RULE 505. AUTOMATIC BLOCK SYSTEM.

Elmhurst. Signals are numbered as automatic and are under control of train-order operator. When signals display stop indication, trains must stop, and not proceed until signal displays proceed indication, or proceed signal is given by operator with yellow flag by day or yellow light by night.

Tracy: Signals are numbered as automatic and are under control of switch tender. When "stop" is indicated, trains must stop and not proceed until "proceed" is indicated or proceed signal is given with green flag or green light by switch tender.

Eastward movements governed by dwarf light signals 710, 712, 714.

Westward movements from Lathrop Subdivision governed by Signal 713 located 300 feet east of puzzle switch, the top light governs movement on main track and the lower light governs movement to hill or local yard, and dwarf light signal 715 located on right of eastward track 300 feet east of puzzle switch governs movement to all routes.

Westward movement from Los Banos Subdivision governed by Signal 823, located 300 feet east of puzzle switch, top arm governs movement on main track and lower arm governs movement to hill or local yard.

Westward freight trains stopped by Signal 717, located east of overhead crossing east of Tracy, use telephone located on this signal, call switch tender at puzzle switch and be governed by his instructions.

Trains and engines stopped by Signal 709 may then proceed with caution if proceed signal received from yardman.

Lathrop. Trains and engines stopped by Signal 828 may apply Rule 509 only after obtaining permission of train-order operator.

RULE 510. Following block signals equipped with a triangular number plate displaying the letter "P", have included in their control limits some special protective device:

Eastward Signals		Westward Signals
	NILES SUBDIVISION	
	Spring switch, Shinn..................................	P-423
P-526	Rock slide detector fence, MP 53.5..................	P-543
	MARTINEZ SUBDIVISION	
P-374	Spring switch, Napa Jct..............................	
P-356 P-358	Spring switch, Mococo.............................	P-359

RULE 513. On double-track when Rail-Detector Car is crossing over from one main track to another, Rule 99 must be complied with on each track.

RULE 516. Overlap posts:

Port Chicago..................................	Eastward trains.
Nichols (150 feet east of west switch)..........	Eastward trains.
Los Medanos (250 feet west of Signal 509).....	Westward trains.
Hayward (2500 feet east of Signal 187)........	Westward trains.
Livermore (1275 feet east of Signal 473).......	Westward trains.
Livermore (850 feet west of Signal 470)........	Eastward trains.
Manteca (2300 feet east of west switch)........	Eastward trains.
Floyd (1500 feet east of west switch)..........	Eastward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them in facing movement, or in trailing through them:

LOCATION		NORMAL POSITION	MPH FACING	MPH TRAILING
Mococo......	End double track.....	Westward track.......	35	35

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them in facing movement, or in trailing through them:

LOCATION		NORMAL POSITION	MPH FACING	MPH TRAILING
Martinez.....	Junction switch.......	Bridge line	25	35
Redwood Jct.	End double track.....	Westward track.......	25	25
Shinn........	East end siding.......	Main track...........	15	15
Napa Jct.....	West end big balloon..	Suisun-Fairfield main track..............	15	15
Lathrop......	East end storage track.	Eastward track.......	25	25

Spring switches are also located on other tracks as follows:

West Oakland. Two on incoming engine leads, east of roundhouse; two on outgoing freight engine lead, near tin shop, and one on outgoing engine lead west of roundhouse.

Oakland Pier. Three on inbound tracks; one on slip lead, north side of yard.

Stege. One on stem of wye.

Tracy. One spring switch derail on sewer lead, just west of roundhouse leads.

RULE 605. INTERLOCKING

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

On double track within Oakland yard limits signal operator may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone for each movement. Before moving trains against current of traffic signal operator must know that track to be used is clear of opposing engines and trains.

At all interlocking plants, when route lined is not to be used, following signal will be sounded by engineers: o o ——— o o.

Oakland Pier. Limits extend eastward to automatic Signal 40 on eastward main track and to home signal 450 feet east of Signal 40 on westward main track on Martinez line, and to automatic Signal 42 on both main tracks on Niles line, and on yard tracks 9 and 10 to Signal 44; and on yard tracks 11, 12 and 13 to home signal 175 feet east of Maritime overpass.

When siren whistle is sounded, all movement must stop and await proper signal.

The last signal governing movement into any track except tracks 17, 18, 19 and 20 is a two-arm dwarf signal. When home signal displays proceed indication, and approach signal displays yellow aspect, it indicates that movement is to be made into a track occupied by engines or cars. Responsibility for collision will rest with train or engine entering.

Sixteenth St. Tower, Oakland. Limits extend from eastward signal 1500 feet west of 14th St., to Signal Bridge 204.

Whistle signals:
  To West Oakland yard, o ——— ———.
  From Santa Fe interchange to Oakland Pier, ———.
  To Santa Fe interchange, o ——— o.

Telephone to Sixteenth St. Tower and West Oakland Tower are on lattice pole 1733, 250 feet east of Signal Bridge 200, and on signal case 30 feet west of junction of freight tracks 1 and 2, to be used when necessary to obtain permission to pass signals as prescribed by Rule 663 (b).

Shellmound. Limits extend from Signal Bridge 205 to Signal Bridge 206.

Whistle signal:
  To West Oakland yard from freight track 2, o ——— ———.

Martinez. Limits extend on eastward main track from home signal 600 feet east of station building to westward dwarf signals 938 feet east of station building on Tracy line and on Suisun Bay bridge line.

Limits extend on westward main track from dwarf signals 400 feet east of station building on Tracy line and on Suisun Bay bridge line, to Signal 343 at east end of Ozol siding. Crossover switches west of station building, and switches leading from spurs to westward main track within these limits are not interlocked, and permission of signal operator must be obtained before fouling westward main track at any of these switches.

Whistle signals:
  To Bridge line, o ——— ———. To Tracy line, ——— o ———.

Suisun Bay Bridge, Martinez. Bridge Zone limits extend on both tracks from home signals 800 feet east of draw span to home signals 550 feet west of draw span.

East End Zone limits extend on eastward track only, from Signal 346 SA near upper crossover to westward dwarf signal at Benicia line connection.

Signal operator's permission must be obtained before moving from Benicia line to eastward main track; then if switch indicator indicates block clear, derail and junction switch may be thrown and movement governed by dwarf signal.

Upper crossover is not interlocked, but movement must not be made through crossover without signal operator's permission, unless switch indicator indicates block clear. Signal 345 will govern movement through crossover.

Davis. Limits on eastward and westward main tracks extend from home signal 2200 feet west of tower to Signal Bridge 1700 feet east of tower, and on Woodland line to Signal Bridge 1200 feet east of tower.

Whistle signals:
To or from Sacramento from or to Woodland line, o ——— ———.
Western Division eastward trains to enter siding, ——— o ———.

Mikon. SNRy crossing. Signal operator on duty 8:30 AM to 5:30 PM, less meal hour, daily except Sunday and Holidays. During other hours signals and derails lined for SP movement.

Sacramento River Drawbridge. Eastward trains failing to receive green aspect in approach Signal 878 must stop west of city limit sign, 1030 feet east of Signal 878, unless Signal 884 SA indicates "proceed".

San Joaquin River Drawbridge. Derails in eastward main track 892 feet west of lift span, and in westward main track 1208 feet east of lift span. Signal operator on duty 8:00 AM to 12:00 Noon, and 1:00 PM to 5:00 PM. During other hours signals and derails lined for trains.

Lathrop. East Zone. Limits extend from Signal 818 SA 575 feet west of west switch of crossover to Signal 821 SA 65 feet east of east switch of crossover.

West Zone. Limits extend from Signal 814 SA 360 feet west of junction switch to Signals 813 SA and 815 SA, 340 feet east of junction switch.

South Zone. Limits extend from Signals 934 SA and 936 SA, 225 feet west of junction switch to Signal 937 SA, 65 feet east of junction switch.

W. P. Zone. Limits extend from Signal 938 SA to Signal 939 SA over WPRR crossing.

Telephones at interlocking signals governing entrance to East, West and South Zones, and in door of concrete shelter at WPRR crossing.

Speed of 25 MPH must not be exceeded through switches of East Zone and 15 MPH through switches of West Zone.

French Camp Tower—Tidewater Southern Ry. Crossing 1.6 miles east of French Camp. Signal operator on duty 6:00 PM to 10:00 PM and 11:00 PM to 3:00 AM daily except Sundays and holidays. Signals will be left in proceed position and switch and derail to stock yard spur will be left for normal handling by trainmen when signal operator not on duty. During hours signal operator on duty, this switch will be electrically locked and controlled by signal operator.

Trains entering this track must restore switch and derail and lock same. Before leaving this track, permission must be obtained from signal operator, when on duty, and will be given in accordance with Rule 628; Whistle signal, ——— ——— ——— o may be used.

Engineers will sound whistle signal 14 (m) when they wish to enter or pass through this plant when signal operator on duty.

Stockton Tower No. 2—A. T. & S. F. Crossing, Sacramento and Taylor Streets, Stockton. Sound whistle signals as follows for:
Westward main track, o o ——— ———.
Eastward main track, ——— o ———.
Middle track, o ——— ———.
Old siding, ——— ——— o o.
Gauns track, o ——— o.
Houser-Haines track, o o ——— o.

One short sound of tower siren (o) will be signal for all train movements to stop.

Two short sounds repeated several times (oo oo oo) will be signal for yard and train crews to clear the plant at once.

Stockton Tower No. 3—Western Pacific R. R. Crossing Weber Avenue and Union St., Stockton.

Stockton Tower No. 4. WPRR Crossing MP 92.3. Limits on eastward main track extend from signal 660 feet west of crossing to Absolute signal at beginning of C. T. C. 900 feet east of crossing; and on westward main track from signal at end of C. T. C. 900 feet east of crossing to dwarf signal 200 feet west of crossing.

Switches and derails on Gulf Red Cedar spur and Gilmore Oil spur are hand-throw and equipped with electric lock controlled by signal operator.

Whistle signal:
For crossover, ——— o ———.

Polk. West switch and eastward signals operated by signal operator at Elvas, and their use governed by Sacramento Division special instructions.

Modesto Tower. TSRy Crossing, MP 114.7. Signal operator on duty 9:00 AM to 12:00 Noon, and 1:00 PM to 6:00 PM, daily except Sunday and Holidays. During other hours signals and derails lined for SP movement. Instructions governing operation of interlocking posted in tower.

Lyoth. WPRR Crossing. Whistle signal:
To enter or leave storage track, o ——— o.

Biola Jct. Limits extend from signal 675 feet west of junction switch on Merced line and signal 575 feet west of junction switch on Biola line, to westward signal 930 feet east of junction switch on main track, and to dwarf signal at derail west end No. 1 drill track.

Junction switch, derail on Biola line 535 feet west of junction switch, and derail and switch at west end No. 1 drill track are dual control switches, operated from train-order office Fresno Yard. Telephones in concrete battery house Biola Jct., and at derail on Biola line to communicate with signal operator when necessary. Instructions governing hand operation of dual control switches when authorized by signal operator are posted in telephone booths.

Signal governing movement from No. 1 drill track displays green aspect for movement to Merced line; yellow aspect for movement to Biola line.

Brazos Drawbridge over Napa River. Signal operators on duty 12:01 AM to 4:00 PM. No movement over bridge permitted during other hours unless signal operator on duty. Derails in main track within interlocking limits east and west of draw span.

Niles Tower. Limits extend from dwarf signal on Niles line and signal on Tracy line 1685 feet from WPRR crossing, to Signal 300 on Milpitas line and to Signal P-423 on Centerville line, and also includes Milpitas-Centerville leg of wye.

Junction switch at Niles Jct. is remotely controlled by signal operator at Niles Tower. When necessary to hand throw this switch permission must be obtained from signal operator and switch must be cranked over. Instructions for operation posted on crank-box opposite switch.

Derail near east end of yard track No. 1 at Niles is electrically locked and under control of signal operator at Niles Tower. Instructions for operation by hand when authorized by signal operator are posted inside of lock-box.

Whistle signals:
To San Jose, o ——— ———.   To Niles, o ——— o.
To Centerville, ——— o ———.   To Tracy, ——— o ——— o.
Engines from trains to Niles for water, o ——— o ———.

Newark. Limits extend from signal 50 feet east of wye switch on Centerville line to signal 1150 feet east of wye switch on Santa Clara line, and to signal 650 feet west of wye switch on Elmhurst line, and to dwarf signals on Redwood Jct. line near Newark station building.

Switches and derails at west end of extension of Santa Clara line siding and east end of house track are electrically locked and controlled by signal operator. Instructions for operation posted inside of lock-box.

Whistle signals:
To Santa Clara, o ——— ———.
To Santa Clara line siding, o ——— ——— o.
To Redwood Jct., ——— o ——— o.
To Dumbarton line siding, ——— o ——— o o.
To Centerville, ——— o ———.
To Elmhurst, o ——— o.

Newark Slough Drawbridge, MP 34.53 on Redwood Jct. line. No signal operator regularly on duty. Signals and derails lined for train movement except when signal operator occasionally on duty. If signals display stop indication and derails properly lined, train may follow flagman through interlocking limits.

San Francisco Bay Drawbridge, MP 32.53 on Redwood Jct. line. Derails in main track within interlocking limits east and west of draw span.

West Oakland (First and Cedar Sts.). Limits on Niles line extend from Signal Bridge 110 to Signal Bridge 112. Limits on eastward main track on Martinez line extend from signal 500 feet west of freight lead crossing to 1700 feet east of freight lead crossing. Limits on westward main track on Martinez line extend from 1600 feet east of freight lead crossing to 450 feet east of Signal 40. Limits on eastward and westward freight leads extend from westward signals 2000 feet east of Martinez line main track crossing to Signal Bridge 112 on Niles line, and to westward signals on passenger yard leads 40, 50 and 60.

Magnolia Tower (First and Chestnut Sts.). Limits extend on eastward main track from signal 1600 feet west of WPRR crossing to dwarf signal 500 feet east of WPRR crossing, and on westward main track from signal 500 feet east of WPRR crossing to dwarf signal 480 feet west of crossing.

Fruitvale. Limits on main track extend from Signal Bridge 123 to Signal Bridge 127 on westward track, and to westward dwarf signal 680 feet west of Signal Bridge 127 on eastward track.

Radum. Limits on main tracks extend from home signal at west wye switch to home signal at east wye switch on Niles-Tracy line, and to home signal at wye switch on Radum-San Ramon line.

Interlocking signals for Niles-Tracy line and for WPRR main track will normally display proceed indication for both directions.

If a train on Niles-Tracy line is stopped by interlocking signal when no signal operator on duty, train may flag through interlocking limits.

AUTOMATIC INTERLOCKING

Stege. Shipyard Ry double track crossing of Stauffer Chemical spur and both legs of wye.

Stop at interlocking signal and if switch indicator indicates intersecting line clear, operate push-button to obtain proceed indication in signal. Signals automatically return to stop indication after each movement over crossing.

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

Limits extend from east limit of Stockton Tower No. 4 at east crossover, to interlocking signal just west of west switch at Polk eastward, and from absolute signal just east of west switch Polk to east interlocking limit at Stockton Tower No. 4 westward.

On double track between end of double track east of Akers and east interlocking limits at Stockton Tower No. 4 movements may be made in either direction on either track being governed by absolute and automatic signals. Rule 509 applicable to single track will apply on both tracks.

RULE 762. Flag protection to rear, as prescribed by Rule 99, is required by eastward trains standing, or delayed, on main track with rear of train between Signal 1122 and east switch Galt; and by westward trains standing, or delayed, on main track with rear of train between Signal 1121 and west switch.

RULE 763. Revised to read as follows:

"Train indicators, signals and markers must be displayed through centralized traffic control limits. Rule S-17, Fig. 7 of Rule 19, and Rule 19 (A) will not apply on controlled sidings."

RULE 705. TAKE-SIDING INDICATORS

Indicator on mast of Signal 767 at Davis may display letter "S" only, and applies to westward freight trains only.

Indicator on mast of Signal 245 east of Pinole may display letters "M" or "S". When letter "S" is displayed train must take siding and obtain further instructions at train-order office at Pinole. When letter "M" is displayed train is thereby given superiority over all following trains to Shellmound.

GENERAL REGULATIONS

RULE 822. Riding on leading foot-board or pilot step of engine when passing over highways, crossings or on streets is forbidden.

RULE 824. Tracy. Before engine is detached from train from Martinez line not less than four hand brakes must be set on west end. Before engine is detached from train from Niles line not less than three hand brakes must be set on cut west of C St., and four must be set on east end of train.

RULE 825. Cars must not be left within 250 feet of highway crossing at Floyd.

Fifth paragraph of Rule 825 applies to wooden outfit cars the same as to other cars, except that diner should not be separated from kitchen car.

Tracy. Train crews must not release brakes on outbound trains until engine is coupled and brake pipe is charged.

RULE 837. Fifth paragraph is revised to read as follows:

"Cars standing on grade must not be coupled onto, in descending direction, without knowing sufficient hand brakes are set to prevent uncontrolled movement of any such cars should coupling fail or cars not be securely coupled together."

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut in any portion of train until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

RULE 873. Injectors must not be used or engines blown out, except in cases of absolute necessity, while engines are passing over station platforms.

RULE 827. TRAIN INSPECTION

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and time-table instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

On freight trains, when conditions are favorable and in judgment of conductor it is safe, run may be made without stopping for inspection from one water stop to next water stop, except that a distance of seventy (70) miles must not be exceeded between inspections.

Passenger trains making station stop at Modesto or Los Banos, and passenger trains operating between Oakland Pier and Gerber making station stop at Davis, must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes.

AIR BRAKE RULES

RULE 2. Running test must be made immediately after engine is detached from trains arriving Oakland Pier.

RULE 9. Passenger trains of more than 25 cars must be handled under freight train rules.

RULE 17. Retainers must be used on freight and mixed trains on descending grades as follows:

Altamont to Midway	1 valve for every 160 Ms in train.
Altamont to Ulmar	1 valve for every 160 Ms in train.
Creston to Cordelia	1 valve for every 160 Ms in train.
Creston to Napa Jct	1 valve for every 160 Ms in train.
San Ramon to Walnut Creek	1 valve for every 160 Ms in train.
Toyon to ½ mile east of Valley Spring	1 valve for every 150 Ms in train.
Norval to Helisma	1 valve for every 150 Ms in train.

FREIGHT TRAINS

RULE 25. Rear end test must be made immediately prior to departure from:

Altamont	Trains that stop.
Toyon	All trains.
Napa Jct	Trains via Cordelia.
Cordelia	Eastward trains that stop.
Creston	Trains that stop.

Freight trains may pass Altamont or Creston without stopping for rear end air test if proceed signals are given by trainmen after complying with Air Brake Rule 4. Speed must be reduced to 8 miles per hour. Helper engineers will reduce working steam sufficiently in advance so that lead engineer may control speed by gravity.

PASSENGER TRAINS

RULE 39. Running test must be made as follows:

Westward trains for Oakland Pier, at 16th St. station, Oakland.

Equipment being handled between Oakland Pier and West Oakland, in either direction, as soon as practicable after starting.

Eastward trains via Bahia that do not stop at Martinez, at Ozol.

Westward trains, at Bahia.

Eastward trains on Lathrop Subdivision, leaving Tracy, Lathrop and Stockton.

Westward trains, leaving Akers, Stockton and Lathrop.

MISCELLANEOUS

1. Westward freight trains taking water at Merced between 7:00 AM and 6:00 PM must stop east of crossing just east of station building.

Engines of Sierra Ry. will take water from SP supply at Oakdale, using SP main track. Trains and engines must move with caution between F and G Sts., Oakdale, expecting to find main track occupied.

Emergency water supply only, at Mococo, and Pittsburg, and at Lathrop on westward track.

Water supply at Bahia for yard engines. If necessary for road engines to take water, take only enough to reach next water supply.

Eastward freight trains take water at Davis in preference to Swanston.

Take water at Vallejo, Napa or Cordelia instead of at Napa Jct., if practicable.

4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

Except as provided below, one helper may be placed on head end, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train, and cut in ahead of any cars of wooden frame construction. Westward between Tracy and Niles regardless of number of cars in train, and eastward if train consists of more than 75 cars when only one helper is required it will be placed on rear ahead of caboose and any wooden frame cars. Where coupling of engines is not permitted, such engines must be separated by at least ten cars.

Air will be cut in all helper engines, and engine must not be cut off when train is in motion.

When used as helpers, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class be coupled together. When coupled in rear of train, larger engines must be placed ahead of smaller engines. When yard engine is used on head end to help a train between Port Costa and Bahia, it must be coupled behind road engine. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades, road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

Helper engines placed back in train must be cut out at Altamont.

4 (a). Pushing trains out of yards:

No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine, except when pushing trains between Port Costa and Bahia, air must be coupled through pusher engine. Eastward trains must stop with rear of train near junction switch Benicia spur, to cut pusher engine off.

Other yard engines regularly so used will be equipped with Russell-Jordan device to hold coupler pin from dropping, thus making it unnecessary for employes to uncouple pusher engine when cutting off.

In no case shall knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5. The working track between Port Costa and MP 28.2 west of Crockett may be used by westward freight trains, displaying markers as per Rule 19, same as though moving against current of traffic.

6. Engines or trains using wye at Napa Jct. must approach from Suisun-Fairfield line and go around via Napa line.

Cars must not be left on straight leg of wye, Lathrop, to block tool house or crossover.

During cotton season, cars will be spotted on main track at Pierce Road Crossing, one mile west of Plains, Chowchilla Branch.

Engines will be turned on Santa Fe wye at Oakdale, operating over Sierra Railway main track from Oakdale to Santa Fe Junction, being governed by current Sierra Railway timetable (copy may be procured from SP Agent), and will procure clearance from Sierra Railway operator when on duty, before leaving Oakdale; and be governed by Special Rule No. 3, Sierra Railway timetable reading as follows:

> "All trains will approach yard limits of stations shown with trains under full control, expecting to find main track obstructed. This does not give switching engines right over any train."

Sierra switch key in phone box at SP station. Every precaution for safety must be observed, flagging if conditions require.

7. Capacity of siding between clearance points is based on an average car length of 49 feet not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station. If no siding it is distance to point where time applies.

10. Engines heavier than those shown below must not operate on tracks named unless authorized by Superintendent:

Switch engines	Thomasson	Rock quarry.
M-9	Cordelia	Winery spur.
M-9	Napa Jct.	Calistoga line wye.
Engines over 257,000 pounds on drivers	Schellville Branch.	
All	Ramal	Must not go beyond stock chute, on corral track.
M-4	Union Branch.	
Mk-9	Vallejo Branch	Between Napa Jct. and Flosden.
C	Vallejo Branch	Between Flosden and Vallejo.
Mk-9	Winters Branch	Between Elmira and Winters.
M-4	Vacaville	Other than main track.
M-4	Winters Branch	Between Winters and Esparto.
M-9	Dixon	Alfalfa Meal track.
C	Tremont	Corral track.
C over 204,000 pounds on drivers	San Ramon Branch.	Between Avon and San Ramon.
Mk over 210,000 pounds on drivers	San Ramon Branch.	Between San Ramon and Radum.
C	Newlove	Spur
C	Tracy	Brewery track; Holly Sugar spur.
C	Patterson	Patterson Ranch spur.
C	Crows Landing	Yancey Lumber spur.
C	Newman	Golden State Creamery spur; Lumber Co. spur.
C	Gustine	California Milk spur; Consolidated Glass, and Carnation Co. loading tracks.
C	Los Banos	Builders Lumber spur; Union Oil spur; Golden State Creamery spur.
Mk-9	Los Banos	Wye.
Mk	Lathrop	Tracks leading to Lend-Lease.
C	Lathrop	Fresno No. 2 track; beet track; slop track.
C	Stockton	Tracks 2 and 3 (except to pick up or set out); West end of tracks 2, 3 and 4 in classification yard.
Mt	Stockton	Turntable lead.
C	Oakdale Branch.	
C	Lodi	Tracks 5 and 6; crossover between tracks 3 and 5; west end of track 5 to Walnut St.
Mk	Lodi	Wye (no restrictions on west end of wye between siding and oil column).
C	Urgon	Spur.
C	Lodi Branch	Between Lodi and Kentucky House.
M-4	Lodi Branch	Between Lodi and Woodbridge.
C	Galt	Crossover between controlled siding and oil track; wye.
C	Ione Branch.	
C	Elk Grove	Elk Grove Winery spur.
C	Florin	Florin Fruit Growers spur.
C	Manteca	Spreckels Sugar spur.
T-23	Turlock	Track opposite peanut shed.
C	Livingston	Spur to shed 101.
T-23	Atwater	Industry track north of highway.
M-4	Minturn	House track.
M-4	Chowchilla Branch.	
M-4	Berenda	Corral track.
T-32	Berenda Branch.	
Mk-4	Madera	Winery spur.
C	Ravenswood	Spurs.
C	Newark	Hillard, Leslie and Morton Salt spurs; Westvaco Chemical spur.
Mk-4	Eliot	Wye.
Mk-6	Mulford	Automotive Fibers spur.
Mk-6	Alvarado	Sugar spurs.
C	Alviso	Cannery spur; shell spur.
C	Agnew	Distillery spur.

Tracy relief outfit (SPMW 7000) or heavier relief outfit must not operate between Carbondale and Ione; and West Oakland relief outfit (SPMW 7010) or heavier relief outfit must not operate between Larkmead and Calistoga, nor over bridges 44.64, 49.22 and 56.99 on San Ramon Branch.

Engines or cars must not go beyond restriction sign on Judson Steel spur at Emeryville.

Gate across Airport spur, Mulford. Navy guard will open and close gate.

Gate across Yuba Mfg. Co. track on Benicia spur. Guard will open and close gate. Sound whistle signal 14(j) for guard.

Engines must not go beyond 500 feet from switch on Earl Fruit spur, Lodi.

11.

MAIN TRACK

Main tracks between Oakland Pier and Bay Street (Oakland), numbering from the North, designated as 1, 2, 3 and 4, and used as follows:

1—Westward trains, via Martinez line.
2—Eastward trains, via Martinez line.
3—Westward trains, via Niles line.
4—Eastward trains, via Niles line.

Main tracks between Oakland (16th Street) and Shellmound, designated as 1 and 2 and used as follows:

1—Westward trains.
2—Eastward trains.

Main tracks between East Oakland and Elmhurst designated as 1 and 2 and used as follows:

1—Westward trains.
2—Eastward trains.

15. Trains must not pass switchtenders' stations at Sixth and Seventh Streets, Sacramento, without receiving signal from switchtender to proceed (green flag by day and green light by night) and must move with caution between Sacramento River Bridge and Seventh Street.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service.

Not more than 30 express refrigerator cars may be handled in one freight train and such equipment must be in rear of train.

Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through.

SPEED RESTRICTIONS
UNLESS OTHERWISE FURTHER RESTRICTED

MAXIMUM SPEED PERMITTED CERTAIN ENGINES

Maximum speed for SP-1-2-3 not cross-counter-balanced, C-15-17-32, Mk-10-11 and MM-3 class engines 35 MPH when handling Freight and Mixed trains.

Maximum speed for Gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling Passenger Trains.

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Engines backing must not exceed 20 MPH on all curves, and when approaching highway crossings at grade.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted Freight and Mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Classification	Running Forward With Train	Running Forward Light	Running Backward With Train or Light
DES-200	30	30	30
DES-1 to 7 inc	40	40	40
DES-100 to 107 inc	40	40	40

Maximum speed of engines under following conditions, running under own steam or hauled in train, must not exceed:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel from any pair of drivers	30 MPH
When engine truck is removed	20 MPH
When main rod only is removed	30 MPH
When side rod only is removed	30 MPH
When both main and side rods are removed	20 MPH
When hauled in train with all rods on	30 MPH

Page	Class of Engine	Station—Territory—Track or Structure	MPH
6	GS-6	Between MP 93.5 and MP 98.0, Los Banos line	50
6	GS-6	Between MP 108.0 and MP 120.0, Los Banos line	50
6	GS-6	Between MP 126.9 and MP 131.3, Los Banos line	50
6	GS-6	Between MP 176.0 and MP 177.0, Los Banos line	50
7	GS,F,AC,Mt-2	Bridge 76.57, on Tracy-Lathrop line	25
7	GS,F,AC,Mt-2	Bridge 104.38, Mokelumne River	25
7	GS,F,AC,Mt-2	Bridge 119.14, Consumnes River	25
7	GS-6	Westward track, MP 93.9 to MP 92.8, on Tracy-Brighton line	50
8	GS,F,AC,Mt-2	Bridge 104.27, Stanislaus River	25
8	GS,F,AC,Mt-2	Bridge 113.92, Tuolumne River	25
8	GS,F,AC,Mt-2	Bridge 134.84, Merced River	25*
8	GS,F,AC,Mt-2	Bridge 194.52, San Joaquin River west of Herndon	25*
9	GS,F,AC,Mt-2	Bridge 31.56, Alameda Creek, west of Farwell	25*
9	GS,F,AC,Mt-2	Bridge 36.87, Sunol Creek, east of Sunol	25
10	GS,F,AC,Mt-2	Bridge 18.16, San Lorenzo Creek, Niles line	25*

*These classes of engines must not operate double-headed over these structures.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS:	With Caution, Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:	10
Port Costa and MP 28, on working track	15
Through controlled sidings in C. T. C	25
Shellmound to Richmond, on yard track 1	15
Los Medanos, on Camp Stoneman Spur, except	15
On Stoneman wye with engine backing	10
Madera, on winery spur	20
Ravenswood, on spur	8

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed **50 MPH** and Freight and Mixed trains **35 MPH** except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, **35 MPH**, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than **35 MPH.**

Page No.	TERRITORY	WITH TRAIN—ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER															
		STREAM-LINER DIESEL POWER UNIT	P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP (if CCB*) Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4 10-11 AC AM-2 MM-3	E A T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
2-3-4	Between Oakland Pier and MP 17.3, except	45	45	45	45	45	45	45	40	35	30	45	40	35	30	30	25
	Across freight leads to West Oakland	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	On both leads to West Oakland across main tracks	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	Between MP 17.3 and MP 27.9, except	80	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
	MP 21.5 - MP 27.9 on tangents	60	50	50	50	50	50	45	40	35	40	45	40	35	30	20	20
	MP 21.5 - MP 27.9 on curves	45	40	40	40	40	40	40	40	35	35	40	40	35	30	20	20
	Between MP 27.9 and MP 35.3, except	45	45	45	45	45	45	45	40	35	30	45	40	35	30	20	20
	Passing Port Costa station building	45	40	40	40	40	40	40	40	35	20	40	40	35	30	20	20
	Over grade crossings Martinez city limits, except	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	Eastward trains via Suisun Bay bridge	20	20	20	20	20	20	20	20	20	30	20	20	20	20	15	15
	Over Span No. 12 (lift span) Suisun Bay bridge 33.3	30	30	30	30	30	30	30	30	30	30	30	30	30	30	20	20
	Between MP 35.3 and MP 85.5, except	95	70	65	60	55	50	45	40	35	40	45	40	35	30	30	25
	MP 35.3 - MP 47.0	75	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	MP 47.0 - MP 49.0	45	45	45	45	45	45	45	40	35	30	45	40	35	30	20	20
	Within city limits, Dixon	50	50	50	50	50	50	45	40	35	40	40	40	35	30	30	25
	MP 74.2 - MP 77.3	45	40	40	40	40	40	40	40	35	30	40	40	35	30	20	20
	Davis passenger station - MP 76.69 on Woodland line	..	40	40	40	40	40	40	40	35	30	40	40	35	30	20	20
	Between MP 85.5 and Sacramento, except	45	45	45	45	45	45	45	40	35	30	45	40	35	30	30	25
	Over SNRy crossing, Mikon	40	40	40	40	40	40	40	40	35	30	40	40	35	30	20	20
	Over Sacramento River Drawbridge	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
4	Between Elmira and Winters	......	25	25	25	......	25	25	25	25	25	25	25	25	25	20	15
	Between Winters and Esparto	......	......	......	......	......	......	......	......	......	15	......	......	......	......	15	20
	Between Suisun-Fairfield and Cordelia	......	40	40	40	40	40	40	40	35	25	30	30	30	30	20	20
	Between Cordelia and Napa Jct	......	35	35	35	35	35	35	35	35	25	35	35	35	30	15	15
5	Martinez to Mococo on eastward track	......	45	45	45	45	45	45	40	35	30	45	40	35	30	20	20
	Mococo to Martinez on westward track	......	30	30	30	30	30	30	30	30	20	30	30	30	30	20	20
	Between Mococo and MP 41.0	......	60	60	60	55	50	45	40	35	40	45	40	35	30	20	20
	Between MP 41.0 and MP 80.7	......	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
5-6-7-9	Between yard limit signs on Martinez, Niles and Los Banos lines, and overpass east of puzzle switch Tracy on Lathrop line, except	......	45	45	45	45	45	45	40	35	30	45	40	35	30	30	25
	Between C St. crossing on Martinez and Niles line and end double track on Lathrop line and MP 83 on Los Banos line	......	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
5	Between Avon and Radum, except	......	......	......	......	......	......	......	15	15	15	......	......	15	15	15	15
	Over bridges 44.64, 49.22 and 56.99	......	......	......	......	......	......	......	10	10	10	......	......	10	10	10	10
	Between Napa Jct. and MP 53.5, except	......	......	......	......	......	......	......	......	......	25	......	......	......	......	15	15
	MP 39.75 - MP 40.25	......	......	......	......	......	......	......	......	......	15	......	......	......	......	15	15
	Over highway crossing, Rocktram	......	......	......	......	......	......	......	......	......	10	......	......	......	......	10	10
	Between MP 53.5 and Calistoga	......	......	......	......	......	......	......	......	......	20	......	......	......	......	15	15
	Between Napa Jct. and Vallejo, except	......	......	......	......	......	......	......	......	......	25	......	......	......	......	15	15
	Over Tennessee St. crossing, Vallejo	......	......	......	......	......	......	......	......	......	15	......	......	......	......	15	15
	Between Napa Jct. and Schellville, except	......	35	35	35	......	35	35	35	35	25	35	35	35	30	15	15
	Over Brazos drawbridge, and on Schellville wye	......	10	10	10	......	10	10	10	10	10	10	10	10	10	10	10
	Between Union and West Napa	......	......	......	......	......	......	......	......	......	8	......	......	......	......	8	8
6	Between Tracy and Fresno, except	......	55	55	55	55	50	45	40	35	40	45	40	35	30	30	25
	Over WPRR crossing, Lyoth	......	40	40	40	40	40	40	40	35	25	40	40	35	30	20	20
	Within Los Banos yard limits	......	45	45	45	45	45	45	40	35	30	45	40	35	30	30	25
	Between Kerman and Biola Jct., except	......	30	30	30	30	30	30	30	30	30	30	30	30	30	20	20
	Through junction switch and crossover to Biola line	......	25	25	25	25	25	25	25	25	25	25	25	25	25	20	20
	Between Lodi and Woodbridge	......	......	......	......	......	......	......	......	......	10	......	......	......	......	10	10
	Between Lodi and MP 121.4, Valley Spring line	......	......	......	......	......	......	......	......	......	25	......	......	......	......	15	15
	Between MP 121.4 and MP 132.3	......	......	......	......	......	......	......	......	......	20	......	......	......	......	15	15
	Between MP 132.3 and MP 139.7	......	......	......	......	......	......	......	......	......	15	......	......	......	......	15	15
	Between MP 139.7 and Kentucky House	......	......	......	......	......	......	......	......	......	20	......	......	......	......	15	15

***LIST OF CCB (CROSS COUNTER-BALANCED) ENGINES:**

All P-8 class, except Eng. 2470;

F-1 class: 3611, 3612, 3615, 3616, 3617, 3619, 3620, 3625, 3634, 3636, 3638, 3643, 3647, 3652;

F-3 class: 3653, 3654, 3655, 3656, 3657, 3658, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667;

F-4 class: 3668, 3670, 3671, 3672, 3674, 3676, 3677, 3678, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3692, 3695, 3696, 3697, 3699, 3701, 3702, 3704, 3705, 3706, 3707, 3709, 3711, 3715, 3716, 3717;

F-5 class: 3718, 3720, 3721, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3763, 3764, 3765, 3766, 3767, 3768, 3769;

AC-6 class: 4126, 4127, 4128, 4130, 4131, 4132, 4133, 4135, 4136, 4137, 4138, 4140, 4142, 4143, 4144, 4146, 4149, 4150;

SP-1 class: 5001, 5002, 5003, 5004, 5006, 5008, 5009, 5011, 5012, 5013, 5014, 5015;

SP-2 class: 5016, 5017, 5018, 5019, 5020, 5021, 5022, 5023, 5024, 5025, 5026, 5027, 5028, 5029, 5030, 5031, 5032, 5033, 5034, 5035, 5037, 5038;

SP-3 class: 5039, 5040, 5041, 5042, 5043, 5044, 5045, 5046, 5047, 5048.

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN—ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER														
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP (if CCB*) Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elect. cars
7	Between Tracy and Lathrop, except	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	Over San Joaquin River Drawbridge	40	40	40	40	40	40	40	35	40	40	40	35	30	20	20
	Between Lathrop and French Camp Tower	55	55	55	55	50	45	40	35	40	45	40	35	30	30	25
	Between French Camp Tower and Stockton Tower No. 4, except	45	45	45	45	45	45	40	35	30	45	40	35	30	30	25
	Within city limits, Stockton	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	Between Stockton Tower No. 4 and End double track, MP 95.0	55	55	55	55	50	45	40	35	35	45	40	35	30	30	25
	Through turnout, End double track, MP 95.0	25	25	25	25	25	25	25	25	20	25	25	25	25	20	20
	Between MP 95.0 and MP 102.0	65	65	60	55	50	45	40	35	35	45	40	35	30	30	25
	Between MP 102.0 and MP 104.0, except	50	50	50	50	50	45	40	35	35	45	40	35	30	30	25
	Within city limits, Lodi	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	Between MP 104.0 and MP 132.0	65	65	60	55	50	45	40	35	35	45	40	35	30	30	25
	Between MP 132.0 and Brighton	50	50	50	50	50	45	40	35	35	45	40	35	30	30	25
7	Between Galt and Ione, except									30					20	20
	MP 125.5 - MP 127.1									25					15	15
	Over Dry Creek Bridge 135-I, and Sutter Creek Bridge 136-E									15					15	15
	Between Stockton and Montpellier, except									30					20	20
	Between Wilson Way and Sacramento St., Stockton									8					8	8
	Between switches, Peters									10					10	10
8	Between Lathrop, on west leg of wye and Signal 939 SA east of WPRR Crossing	30	30	30	30	30	30	30	30	20	30	30	30	30	20	20
	On east leg of outer wye, Lathrop	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	Between Signal 939 SA and Biola Jct., except	65	65	55	55	50	45	40	35	40	45	40	35	30	30	25
	Signal 939SA - MP 113.6; MP 135.9 - 154.9; MP 198.6 - Biola Jct.	60	60	55	55	50	45	40	35	40	40	40	35	30	30	25
	Over Highway crossing east of station Manteca	45	45	45	45	45	45	40	35	30	40	40	35	30	20	20
	West end No. 2 siding - East end No. 3 siding, Modesto	45	45	45	45	45	45	40	35	30	40	40	35	30	30	25
	Signal 1252 - Signal 1263, Turlock	45	45	45	45	45	45	40	35	30	40	40	35	30	30	25
	Over Merced River Bridge 134.84	50	50	50	50	50	45	40	35	35	45	40	35	30	30	25
	Over street crossing west of Livingston station	45	45	45	45	45	45	40	35	30	40	40	35	30	20	20
	Signal 1498 - Signal 1513, Merced	45	45	45	45	45	45	40	35	30	40	40	35	30	30	25
	Fresno River bridge Madera - East end siding Madera	45	45	45	45	45	45	40	35	30	40	35	35	30	30	25
	Between west interlocking limit Biola Jct. and Fresno, except	40	40	40	40	40	40	40	35	30	40	40	35	30	20	20
	Over switch end double track MP 201.9 Fresno Yard eastward	25	25	25	25	25	25	25	25	25	25	25	25	25	20	20
8	Between Berenda and Daulton									20					15	15
	Between Chowchilla and Ash									20					20	20
	Between Ash and Dairyland									10					10	10
9	Between Redwood Jct. and Niles Jct., except	50	50	50	50	50	45	40	35	40	45	40	35	30	20	20
	Between MP 31.51 and MP 33.0, San Francisco Bay Bridge	30	30	30	30	30	30	30	30	30	30	30	30	30	20	20
	Over Newark Slough Drawbridge and approaches, MP 34.53	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	Between Niles Jct. and Tracy, except	35	35	35	35	35	35	35	35	35	35	35	35	30	20	20
	Niles Jct. - MP 37.1	25	25	25	25	25	25	25	25	25	25	25	25	25	20	20
	Within Eliot yard limits on Niles Jct.-Tracy line	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	MP 52.0 - MP 63.0	25	25	25	25	25	25	25	25	25	25	25	25	25	20	20
	Between Niles and San Jose Yard, except	40	40	40	40	40	40	40	35	25	40	40	35	30	20	20
	With GS, Mt, AC or F class engines	15			15	15		15		15	15	15	15	15	15	15
	Passing Niles Tower, and within San Jose yard limits	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
10	Between Oakland Pier and MP 10.5, except	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
	On curve west of and across freight leads West Oakland	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	On both leads to West Oakland across main tracks	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	Over Adeline St. crossing, Oakland	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	Between MP 10.5 and Elmhurst	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
	Between Elmhurst and MP 25.0 (Alvarado line)	60*	60	55	55	50	45	40	35	35	45	40	35	30	30	25
	Between MP 25.0 and east switch Newark, except	50*	50	50	50	50	45	40	35	35	45	40	35	30	30	25
	On curve at MP 29.2	40	40	40	40	40	40	40	35	35	40	40	35	30	30	25
	Within Newark yard limits	40	40	40	40	40	40	40	35	25	40	40	35	30	15	15
	Between east switch Newark and MP 43.7, except	60	60	55	55	50	45	40	35	35	45	40	35	30	30	25
	MP 36.0 - east end of bridge 36.83	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
	On curve at MP 39.2	40	40	40	40	40	40	40	35	35	40	40	35	30	30	25
	Between MP 43.7 and Santa Clara	50	50	50	50	50	45	40	35	35	45	40	35	30	20	20
10	Between Elmhurst and MP 29.6, Niles Jct, except	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
	Over Davis St., San Leandro	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15

*GS and Mt class engines restricted to 45 MPH.

MAXIMUM SPEED PERMITTED WHEN HANDLING CERTAIN EQUIPMENT

	MPH
Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:	
On tangent main tracks	35
except SPMW 4044	25
On tangent branch tracks	25
On all curves......5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
On tangent main tracks	20
On curves and on branch tracks	15
Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
On tangent main tracks	25
On curves and on branch tracks	15
Trains handling steel pile-drivers may make maximum freight train speed.	
Trains handling relief outfit with steam derrick:	
On tangent main tracks	35
On tangent branch tracks	25
On all curves......5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated in 15 MPH or less be governed by slow boards.	
Through interlockings with caution.	

Passenger trains handling steel wheel box cars or foreign line steel wheel box cars equipped for movement in passenger trains, except those equipped with high speed trucks, must not exceed speed of 60 MPH.

Baggage and Express cars in Series 5800-5874 are not equipped with high speed trucks. Trains handling them must not exceed 60 MPH.

Trains pushing or backing passenger equipment must not exceed 15 MPH.

Streamliner Nos. 101 and 102 must not exceed speed permitted other passenger trains when operating against the current of traffic, or when handled by steam power.

Nos. 51 and 52 when handled by P-7-8-10 class engines which have been cross counter-balanced, may run not to exceed 65 MPH in territory where maximum speed of 60 MPH is authorized in Speed Restrictions table.

Trains must not exceed 20 MPH when passing other trains being serviced between Cedar and Kirkham Sts., Oakland.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

Page	LOCATION	MPH
5	Pittsburg	25
5	Napa	25
5	St. Helena	12
6, 8	Fresno	20
9	Livermore.....Passenger 25, Freight 20	
9	San Jose, over unprotected grade crossings between Stockton Ave. and Emery St. 10:00 PM to 6:00 AM	12
10	Oakland, between Market and Oak Sts	15

SPEED TABLE

Speed Per Hour	1 Mile in Minutes Seconds	Speed Per Hour	1 Mile in Minutes Seconds	Speed Per Hour	1 Mile in Minutes Seconds	Speed Per Hour	1 Mile in Minutes Seconds	Speed Per Hour	1 Mile in Minutes Seconds
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

RATING OF ENGINES—WESTERN DIVISION—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Oakland and Tracy via Antioch Oakland and Santa Clara Tracy and Fresno Tracy and Brighton Lathrop and Fresno	Martinez to Bridge Summit	Bridge Summit to Sacramento	Sacramento to Martinez	Oakland and San Jose via Niles	Niles and Redwood Jct.	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Suisun-Fairfield	Napa Jct. and Union	Union and Calistoga	Stockton and Montpelier	Lodi to Wallace Toyon to Macnider	Wallace to Toyon Macnider to Kentucky House	Macnider to Toyon	Valley Spring to Norval	Kentucky House to Macnider Toyon to Valley Spring Norval to Lodi			
DES-1,2,3,4,5,6,7	1000 to 1022	3200	1000	2150	1950	1950	3200	800	850	....	....	....	....	....	....	....	....	....	....	....	....	....
DES-100 to 107	1300 to 1395	4500	1600	3350	3100	3100	4500	1250	1350	....	....	....	....	....	....	....	....	....	....	....	....	....
E-23	1500 and 1502	3350	1400	2950	2800	2600	4000	1000	1050	800	1100	1300	1300	2300	2600	560	1050	1650	3350	....	....	....
M-4	1617 to 1713	4450	1900	3900	3700	3450	5250	1400	1500	1100	1500	1800	1800	3050	3450	800	1450	2200	4450	....	....	....
M-6, 8	1721 to 1803, 1823 to 1825	5250	2250	4550	4350	4100	6150	1650	1750	1300	1800	2100	....	3600	4050	910	1600	2600	5250	....	....	....
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	5500	2400	4850	4600	4300	6500	1750	1850	1400	1900	2250	....	3800	4250	970	1700	2750	5500	....	....	....
M-11	1832 to 1835	5700	2500	5000	4800	4450	6800	1800	1900	1450	2000	2300	....	3950	4450	1050	1900	2900	5750	....	....	....
T-1	2242 to 2271	3800	1650	3300	3150	2950	4500	1150	1250	950	1300	1500	1500	2600	2950	680	1200	1900	3800	....	....	....
T-8, 9	2161, 2174 and 2178	2750	1150	2400	2250	2100	3250	830	880	650	920	1050	1050	1850	2100	460	860	1350	2750	....	....	....
T-23	2301 to 2310	5500	2350	4800	4550	4300	6450	1750	1850	1350	1900	2200	....	3750	4250	1000	1750	2750	5500	....	....	....
T-26	2283 to 2299	4800	2000	4200	3900	3750	5550	1500	1600	1150	1600	1900	....	3300	3750	850	1550	2400	4850	....	....	....
T-28, 31	2311 to 2362	6000	2600	5250	5000	4700	7100	1900	2000	1500	2100	2450	....	4150	4650	1050	1850	2950	6000	....	....	....
T-32, 40	2363 to 2384	6150	2600	5350	5000	4800	7100	1950	2050	1500	2100	2500	....	4200	4650	1050	1850	2950	6150	....	....	....
T-36	2103	4050	1750	3550	3400	3150	4800	1300	1350	1000	1400	1650	1650	2800	3150	760	1350	2050	4050	....	....	....
T-37	2105 and 2106	5450	2350	4800	4600	4250	6500	1700	1800	1350	1900	2200	....	3750	4250	1000	1800	2750	5500	....	....	....
T-57, 58	2385 and 2386	4950	2150	4300	4100	3850	5850	1550	1650	1250	1700	2000	....	3400	3850	910	1600	2500	4950	....	....	....
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	4950	2050	4300	4000	3850	5700	1500	1600	1150	1600	1950	....	3350	3850	850	1550	2450	4950	....	....	....
P-1	2400, 2403 to 2407 and 2415	4950	2150	4300	4000	4150	5700	1500	1600	1200	1700	2100	....	3600	4000	890	1650	2550	5200	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	5450	2400	4750	4400	4550	6250	1650	1750	1350	1900	2300	....	4000	4200	930	1700	2700	5450	....	....	....
P-6	2453, 2454 and 2458	6100	2550	5350	4950	4750	7050	1900	2000	1500	2100	2450	....	4200	4750	1050	1950	3050	6150	....	....	....
P-7	2476 and 2477	6500	2800	5700	5450	5050	7750	2050	2150	1600	2250	2600	....	4450	5050	1150	2100	3250	6550	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	6800	2850	5900	5550	5300	7950	2050	2200	1600	2250	2650	....	4650	5250	1150	2150	3350	6800	....	....	....
P-8, 10	2475, 2484 to 2491	6800	3050	5900	5550	5700	7950	2050	2200	1750	2400	2800	....	5000	5550	1250	2250	3550	7150	....	....	....
P-11	3100 to 3109	5250	2250	4550	4350	4100	6150	1650	1750	1300	1800	2100	....	3600	4100	930	1700	2650	5350	....	....	....
P-12	3120 to 3129	6900	2900	6000	5750	5350	8100	2100	2200	1700	2400	2800	....	4850	5550	1200	2250	3550	7150	....	....	....
C-5,8,9,10,26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	2650	....	4550	5150	1250	2200	3350	6600	....	....	....
C-15, 32	2500, 2505 to 2507	4250	1850	3700	3550	3300	5050	1350	1400	1100	1450	1700	....	2900	3300	800	1400	2150	4250	....	....	....
C-17	2510 and 2511	5200	2300	4550	4350	4050	6200	1700	1800	1350	1850	2150	....	3600	4050	1000	1750	2650	5250	....	....	....
C-18	3400 to 3409	6050	2650	5300	5100	4750	7200	1950	2050	1550	2150	2500	....	4200	4750	1150	2000	3100	6100	....	....	....
C-19	3410 to 3426	6300	2750	5550	5300	4950	7500	2000	2150	1650	2200	2600	....	4350	4950	1200	2100	3200	6350	....	....	....
TW-1	2900 to 2913	5050	2200	4400	4200	3950	6000	1600	1700	1300	1750	2050	....	3450	3950	950	1650	2550	5100	....	....	....
TW-2, 3	2932 to 2952	4050	1750	3550	3400	3150	4800	1250	1350	1000	1400	1600	1600	2800	3150	740	1300	2050	4100	....	....	....
TW-4, 6	2926 to 2931 and 2957	3850	1650	3350	3200	3000	4600	1200	1250	960	1300	1550	1550	2650	3000	690	1250	1900	3850	....	....	....
TW-8	2914 to 2923	5550	2450	4900	4650	4350	6600	1750	1850	1400	1950	2250	....	3850	4350	1050	1850	2800	5600	....	....	....
A-3	3029	3900	1550	3400	3050	3050	4400	1150	1200	850	1200	1500	1500	2650	3000	630	1200	1900	3950	....	....	....
A-3	3025, 3036, 3052 and 3057	3900	1650	3400	3050	3300	4400	1150	1200	910	1300	1550	1550	2900	3150	660	1250	2000	4150	....	....	....
A-6	3000 to 3003	4800	2100	4150	3750	4050	5400	1450	1550	1150	1650	1850	1850	3550	3700	800	1500	2350	4800	....	....	....
Mk-2, 4	3201 to 3240	7650	3350	6700	6400	5950	9100	2400	2550	1900	2650	....	....	....	....	....	....	....	....	....	....	....
Mk-5, 6	3241 to 3277	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	....	....	....	....	....	....	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	9200	4050	8050	7750	7200	10900	2950	3150	2400	3250	....	....	....	....	....	....	....	....	....	....	....
Mk-10	3295	7100	3100	6200	5950	5550	8450	2300	2400	1850	2500	....	....	....	....	....	....	....	....	....	....	....
Mk-11	3297 and 3298	6800	3000	5950	5700	5300	8050	2200	2300	1750	2400	....	....	4700	....	....	....	....	....	....	....	....
F-1	3600 to 3652	9600	4200	8400	8050	7500	11400	3050	3250	....	....	....	....	....	....	....	....	....	....	....	....	....
F-3	3653 to 3667	11000	4850	9650	9250	8600	13100	3550	3750	....	....	....	....	....	....	....	....	....	....	....	....	....
F-4, 5	3668 to 3769	11000	5150	9650	9250	9150	13100	3550	3750	....	....	....	....	....	....	....	....	....	....	....	....	....
AM-2	3900 to 3911	10900	4750	9550	9100	8500	12900	3500	3700	....	....	....	....	....	....	....	....	....	....	....	....	....
MM-3	3930 and 3931	12800	5600	11200	10700	10000	15200	3950	4300	....	....	....	....	....	....	....	....	....	....	....	....	....
AC-1, 2, 3	4000 to 4048	13300	5900	11650	11150	10400	15800	4300	4550	....	....	....	....	....	....	....	....	....	....	....	....	....
AC-4, 5	4100 to 4125	17300	7650	15100	14500	13500	18500	5600	5950	....	....	....	....	....	....	....	....	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	18300	8050	16000	15300	14300	18500	5900	6200	....	....	....	....	....	....	....	....	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	9000	4050	7850	7400	7450	10550	2800	3000	2250	3100	....	....	....	....	....	....	....	....	....	....	....
Mt-2	4385 to 4390	9750	4200	8500	8150	7600	11500	3050	3250	....	....	....	....	....	....	....	....	....	....	....	....	....
GS-1, 2	4400 to 4415	9600	4300	8400	7900	7800	11250	3000	3150	....	....	....	....	....	....	....	....	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	10200	4400	8900	8500	8000	12000	3100	3300	....	....	....	....	....	....	....	....	....	....	....	....	....
SP-1, 2, 3	5000 to 5048	12950	5700	11350	10850	10150	15350	4150	4400	....	....	....	....	....	....	....	....	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 M's	6	6	6	6	6	6	3	3	3	3	3	3	6								
	45 M's to 55 M's	3	3	3	3	3	3	3	3	3	3	3	3	3								
	More than 55 M's	0	0	0	0	0	0	0	0	0	0	0	0	0								

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	AT OR NEAR	DESCRIPTION	
		OAKLAND PIER—SACRAMENTO	
3.5	Oakland Pier	Posts supporting trainshed	Side
6.6	Emeryville	W. U. pole line, near Park Ave	Side
14.5	Richmond	AT&SFRy overhead bridge	Overhead
16.0	San Pablo	AT&SFRy overhead bridge	Overhead and Side
16.6	San Pablo	Westward water column	Side
22.1	Pinole	Rock bluff, eastward track	Side
23.7	Hercules	Industrial Ry overhead bridge	Overhead
24.4	Hercules	Rock bluff, eastward track	Side
26.7	Oleum	Tunnel No. 1	Overhead and Side
27.7	Selby	Tunnel No. 2	Overhead and Side
31.2	Port Costa	Water column, eastward track	Side
34.7	Martinez	Alhambra slough bridge	Side
33.3	Martinez	Suisun Bay Bridge, vertical pipes	Side
37.2	Bahia	Wagon bridge, westward track	Overhead
38.0	Bahia	Water tank spout, eastward track	Side
59.4	Elmira	Water column, eastward track	Side
75.8	Davis	Signal Bridge, Woodland line	Overhead
88.5	Washington	Sacramento River Drawbridge	Side
		WINTERS BRANCH	
63.6	Vacaville	Ulatis Creek bridge	Side
75.8	Winters	Putah Creek bridge	Side
76.0	Winters	Water tank spout	Side
		NAPA BRANCH	
46.5	Thomasson	Suisun Creek bridge	Side
46.0	Thomasson	Tunnel	Overhead
45.6	Napa	Napa River bridge	Side
67.5	Bale	Water tank spout	Side
69.5	Maple	Napa River bridge	Side
		MARTINEZ—TRACY	
37.9	Avon	Pacheco slough bridge	Side
43.0	Nichols	Wagon bridge	Overhead and Side
43.0	Nichols	AT&SFRy overhead bridge	Overhead
48.8	Pittsburg	Signal Bridge	Overhead
		SCHELLVILLE BRANCH	
40.7	Brazos	Drawbridge over Napa River	Side
		SAN RAMON BRANCH	
42.5	Concord	Water tank	Side
44.6	Hookston	Walnut Creek bridge	Overhead and Side
45.8	Las Juntas	SNRy trolley wires	Overhead
49.2	Walnut Creek	San Ramon Creek bridge	Overhead and Side
57.0	San Ramon	San Ramon Creek bridge	Overhead and Side
	Danville-Alamo	Walnut trees overhanging track	Overhead and Side
		TRACY—FRESNO	
140.2	Los Banos	Warehouse opposite east leg of wye	Side
		LODI BRANCH	
110.7	Lockeford	Brick platform at Locke warehouse	Side
		TRACY—BRIGHTON	
90.7	Stockton	Water column, westward track	Side
104.3	Lodi	Mokelumne River bridge	Side
129.0	Florin	Water tank spout	Side
		IONE BRANCH	
132.2	Carbondale	Clay shed	Side
136.7	Dagon	Sutter Creek bridge	Overhead and Side
		LATHROP—FRESNO	
104.3	Ripon	Stanislaus River bridge	Overhead and Side
134.8	Livingston	Merced River bridge	Overhead and Side
		REDWOOD JCT.—TRACY	
28.9	Henderson	Highway underpass	Side
32.5	Dumbarton	San Francisco Bay Drawbridge	Side
34.5	Dumbarton	Newark Slough Drawbridge	Side
42.9	Niles Tower	Highway underpass	Side
30.8	Niles Jct	Alameda Creek bridge	Side
31.5	Farwell	Alameda Creek bridge	Overhead and Side
38.3	Pleasanton	WPRR overhead bridge	Overhead
55.4	Altamont	Highway overhead bridge	Overhead and Side
57.9	Altamont	Tunnel	Side
		OAKLAND PIER—NILES	
3.5	Oakland Pier	Posts supporting trainshed	Side
18.2	Lorenzo	San Lorenzo Creek bridge	Overhead and Side
24.2	Halvern	WPRR overhead bridge	Overhead
29.4	Niles	Highway underpass	Side
		OAKLAND PIER—SANTA CLARA	
3.5	Oakland Pier	Posts supporting trainshed	Side
36.2	Drawbridge	Warm Springs Slough bridge	Side
36.8	Drawbridge	Coyote Creek bridge	Side
		NILES—SAN JOSE YARD	
29.4	Niles Tower	Highway underpass	Side

To avoid hazard of impaired clearance leave no car spotted on west house track east of east end of Lathrop Freight Station. All cars left spotted on west end Lathrop team track must be at least 4 car lengths east of west switch of team track.

Also when cars are being moved through west switch to team tracks at Lathrop, cars should not be moved through east switch to west of west house track account impaired clearance.

Sugar beet dump at Spreckles Sugar Beet Factory Manteca uncovered and care should be exercised by trainmen while working thereon.

Employes are warned that it is dangerous to ride on top or sides of cars while passing these points and that they must protect themselves from injury.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco		Chief Surgeon.
San Francisco	Dr. W. W. Washburn	Assistant Chief Surgeon.
San Francisco	Dr. E. N. Greenwood	Supervisor of Surgical Services, General Hospital.
San Francisco	Dr. R. Emmet Allen	Supervisor of Medical Services, General Hospital.
San Francisco	Dr. Clinton Horn	Medical Examiner, 65 Market St.
Oakland	Dr. Harry H. Appledorn	Division Surgeon.
Oakland	Dr. F. H. Tebbe	District Physician and Surgeon.
Oakland	Dr. J. H. Milliken	District Physician and Surgeon.
Oakland	Dr. Leo. R. Pedemont	District Physician and Surgeon.
Oakland	Dr. H. G. C. Boge	District Physician and Surgeon.
Oakland	Dr. John J. Phillips	District Physician and Surgeon.
Oakland	Dr. Milton H. Shutes	Oculist and Aurist.
West Oakland	Dr. D. H. Stomberg	District Physician and Surgeon.
Oakland (North)	Dr. N. P. Dunne	District Physician and Surgeon.
East Oakland	Dr. C. P. Higgins	District Physician and Surgeon.
Fruitvale	Dr. J. W. Scamell	District Physician and Surgeon.
Fruitvale	Dr. L. E. Lacey	Assistant District Physician and Surgeon.
Fruitvale	Dr. G. W. Dygert	Assistant District Physician and Surgeon.
Fruitvale	Dr. O. T. Leftwich	Oculist and Aurist.
Elmhurst	Dr. E. L. Armstrong	District Physician and Surgeon.
Alameda	Dr. A. L. Guerra	District Physician and Surgeon.
Alameda	Dr. Douglas D. Stafford	Assistant District Physician and Surgeon.
Berkeley	Dr. A. M. McIntosh	District Physician and Surgeon.
Berkeley	Dr. J. R. Masterson	Assistant District Physician and Surgeon.
Berkeley	Dr. Clarence E. Hass	Oculist and Aurist.
Albany	Dr. Douglas Ream	District Physician and Surgeon.
Richmond	Dr. H. L. Carpenter	District Physician and Surgeon.
Richmond	Dr. L. H. Fraser	District Physician and Surgeon.
Richmond	Dr. W. E. Cunningham	Assistant District Physician and Surgeon.
Crockett	Dr. J. M. McCullough	District Physician and Surgeon.
Crockett	Dr. O. H. Perry	Assistant District Physician and Surgeon.
Vallejo	Dr. E. A. Peterson	District Physician and Surgeon.
Vallejo	Dr. Burton F. Jones	District Physician and Surgeon.
Napa	Dr. D. H. Murray	District Physician and Surgeon.
St. Helena	Dr. M. M. Booth	District Physician and Surgeon.
Calistoga	Dr. Frank McGreane	District Physician and Surgeon.
Santa Rosa	Dr. A. B. Herrick	District Physician and Surgeon.
Benicia	Dr. N. J. Crisp	District Physician and Surgeon.
Benicia	Dr. A. C. Atwood	Assistant District Physician and Surgeon.
Martinez	Dr. Edwin Merrithew	District Physician and Surgeon.
Martinez	Dr. H. D. Rampoldi	Assistant District Physician and Surgeon.
Concord	Dr. E. B. Todd	Emergency Surgeon.
Walnut Creek	Dr. M. C. Bolender	Emergency Surgeon.
Danville	Dr. John Blemer	Emergency Surgeon.
Pittsburg	Dr. Claude L. Kerns	Emergency Surgeon.
Antioch	Dr. L. B. Weatherbee	District Physician and Surgeon.
Byron	Dr. J. W. Hammond	District Physician and Surgeon.
Suisun-Fairfield	Dr. Felix R. Rossi, Jr.	District Physician and Surgeon.
Vacaville	Dr. M. P. Stansbury	District Physician and Surgeon.
Esparto	Dr. W. D. Garcelon	Emergency Surgeon.
Dixon	Dr. O. P. Floreth	District Physician and Surgeon.
Davis	Dr. T. E. Cooper	Emergency Surgeon.
Davis	Dr. Leo. A. Cronan	Emergency Surgeon.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. Walter W. Cress	Division Surgeon.
Sacramento	Dr. Manual L. Azevedo	District Physician and Surgeon.
Sacramento	Dr. J. D. Coyle	District Physician and Surgeon.
Sacramento	Dr. D. J. Engelberg	District Physician and Surgeon.
Sacramento	Dr. E. C. Turner	Oculist.
Sacramento	Dr. H. W. Rayner	Aurist.
Roseville	Dr. L. E. Jones	District Physician and Surgeon.
Roseville	Dr. J. F. McAnally	Assistant District Physician and Surgeon.
Tracy	Dr. Allan R. Powers	District Physician and Surgeon.
Tracy	Dr. H. K. Wilson	Assistant District Physician and Surgeon.
Stockton	Dr. Albert A. Almada	District Physician and Surgeon.
Stockton	Dr. E. G. Hermosillo	Assistant District Physician and Surgeon.
Stockton	Dr. D. R. Powell	Oculist and Aurist.
Lodi	Dr. L. J. Peterson	District Physician and Surgeon.
Lodi	Dr. R. L. Owens	District Physician and Surgeon.
Lockeford	Dr. N. P. Barbour	Emergency Surgeon.
Galt	Dr. V. E. Greer, Jr	District Physician and Surgeon.
Ione	Dr. Hugo Chilfress	Emergency Surgeon.
Elk Grove	Dr. Paul W. Frame	District Physician and Surgeon.
Oakdale	Dr. E. E. Chouret	District Physician and Surgeon.
Manteca	Dr. K. W. Hidy	Emergency Surgeon.
Manteca	Dr. Curtis M. Galt	Emergency Surgeon.
Modesto	Dr. E. R. McPheeters	District Physician and Surgeon.
Modesto	Dr. Fred R. DeLappe	Assistant District Physician and Surgeon.
Modesto	Dr. J. A. Porter	Oculist and Aurist.
Ceres	Dr. F. K. Lord	Emergency Surgeon.
Turlock	Dr. M. C. Collins	District Physician and Surgeon.
Livingston	Dr. Chas. L. Garvin	District Physician and Surgeon.
Merced	Dr. E. R. Fountain	District Physician and Surgeon.
Merced	Dr. W. E. Fountain	Assistant District Physician and Surgeon.
Chowchilla	Dr. Herbert O. Leff	Emergency Surgeon.
Chowchilla	Dr. A. B. Bigler	Emergency Surgeon.
Madera	Dr. R. R. Dearborn	District Physician and Surgeon.
Madera	Dr. K. W. Butler	Associate District Physician and Surgeon.
Fresno	Dr. Chas. A. James	Assistant District Physician and Surgeon.
Fresno	Dr. John M. Gorman	Assistant District Physician and Surgeon.
Fresno	Dr. L. G. Price	Oculist.
Fresno	Dr. Wayne A. Hunt	Aurist.
Patterson	Dr. E. G. Allen	District Physician and Surgeon.
Crows Landing	Dr. E. G. Allen	District Physician and Surgeon.
Newman	Dr. A. M. Roscoe	District Physician and Surgeon.
Newman	Dr. James E. Thompson	Assistant District Physician and Surgeon.
Gustine	Dr. A. W. Gustafson	Emergency Surgeon.
Los Banos	Dr. L. R. Hillyer	District Physician and Surgeon.
Dos Palos	Dr. J. L. Vaught	Emergency Surgeon.
Kerman	Dr. J. C. Drake	District Physician and Surgeon.
San Leandro	Dr. Geo. T. Honaker	District Physician and Surgeon.
Hayward	Dr. F. A. Brown	District Physician and Surgeon.
Pleasanton	Dr. Harold J. Shanks	District Physician and Surgeon.
Livermore	Dr. Paul Dolan	District Physician and Surgeon.
Centerville	Dr. G. S. Holeman	District Physician and Surgeon.
Irvington	Dr. E. M. Grimmer	Emergency Surgeon.
San Jose	Dr. C. M. Burchfiel	District Physician and Surgeon.
San Jose	Dr. L. E. Smith	Assistant District Physician and Surgeon.
San Jose	Dr. John M. Hohl	Assistant District Physician and Surgeon.
San Jose	Dr. Phillip Jordan	Oculist and Aurist.

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
EMERGENCY HOSPITAL	SACRAMENTO
EMERGENCY HOSPITAL	WEST OAKLAND

DIVISION MILEAGE

MAIN LINES

First Main Track:

Oakland Pier to Washington	C. P. Ry.	1.01		
	S. P. R. R.	86.20	87.21	
Davis to end of division	S. P. R. R.		1.45	
Martinez to Tracy	S. P. R. R.		47.62	
Oakland Pier to Tracy via Niles	C. P. Ry.		66.97	
Tracy to Polk	C. P. Ry.		60.74	
Tracy to Fresno via Kerman	S. P. R. R.		124.18	
Lathrop to Biola Jct.	C. P. Ry.		106.45	
Elmhurst to Santa Clara	S. P. Co.		30.26	
Redwood Jct. to Niles Tower	C. P. Ry.		15.51	
Niles to San Jose	C. P. Ry.		15.41	
Kerman to Biola Jct.	S. P. R. R.		14.52	
Total First Main Track			570.32	

Second Main Track:

Oakland Pier to Washington	C. P. Ry.	1.01		
	S. P. R. R.	86.33	87.34	
Martinez to Mococo	S. P. R. R.		.96	
Oakland Pier to Elmhurst	C. P. Ry.		9.17	
Tracy to Akers	C. P. Ry.		23.85	
Total Second Main Track			121.32	
Total Main Lines				691.64

BRANCH LINES

Richmond spur	San Pablo to Richmond Transfer	S. P. R. R.		2.06	
Napa	Suisun-Fairfield to Calistoga	S. P. R. R.		47.34	
Vallejo	Napa Jct. to Vallejo	S. P. R. R.		7.13	
Schellville	Napa Jct. to Schellville	S. P. R. R.		11.30	
Union	Union to West Napa	S. P. R. R.		2.01	
Winters	Elmira to Esparto	S. P. R. R.		30.74	
San Ramon	Avon to Radum	S. P. R. R.		29.85	
Oakdale	Stockton to Montpellier	S. P. R. R.		49.33	
Lodi	Lodi to Woodbridge	S. P. R. R.	2.59		
	Lodi to Kentucky House	S. P. R. R.	26.67		
		S. P. Co.	12.65	41.91	
Ione	Galt to Ione	S. P. R. R.		26.91	
Riverdale	Ingle to end of division	S. P. R. R.		.25	
Chowchilla	Chowchilla to Dairyland	S. P. Co.		10.23	
Berenda	Berenda to Daulton	S. P. R. R.		11.90	
Madera spur	Madera to end of spur	S. P. R. R.		3.89	
Elmhurst	Elmhurst to Stonehurst	S. P. R. R.		.75	
Total Branches					275.60
Total Western Division					967.24

TERMINAL SUPERINTENDENT

W. E. EASTMAN	Oakland

ASST. TERMINAL SUPERINTENDENTS

F. J. DIGNON	Oakland
M. A. JENSEN	Oakland

TRAINMASTERS

A. J. FERRARA	Oakland Pier
A. W. KILBORN	Oakland Pier
L. E. McCADDON	Suisun-Fairfield
L. W. MONEY	Stockton
N. B. EDDLESTONE	Tracy

ASST. TRAINMASTERS

P. J. MYERS	Pittsburg
I. O. UNDERHILL	Livermore
A. G. BAYS	Mendota

TERMINAL TRAINMASTERS

W. S. CHAMNEY	Oakland
W. J. CLENDENNING	Oakland
J. H. LONG	Oakland
J. T. WALL	Oakland
J. T. AREY	Port Costa
J. F. SCHETTER	Tracy

ROAD FOREMEN OF ENGINES

J. H. SUSKE	West Oakland
B. E. STONE	Tracy

ENGINEMEN INSTRUCTORS

C. M. SCHULZE	West Oakland
E. L. COOPER	Tracy

ASSISTANT TRAINMASTER—DIVISION EXAMINER

V. S. BURNHAM	Oakland

CHIEF TRAIN DISPATCHERS

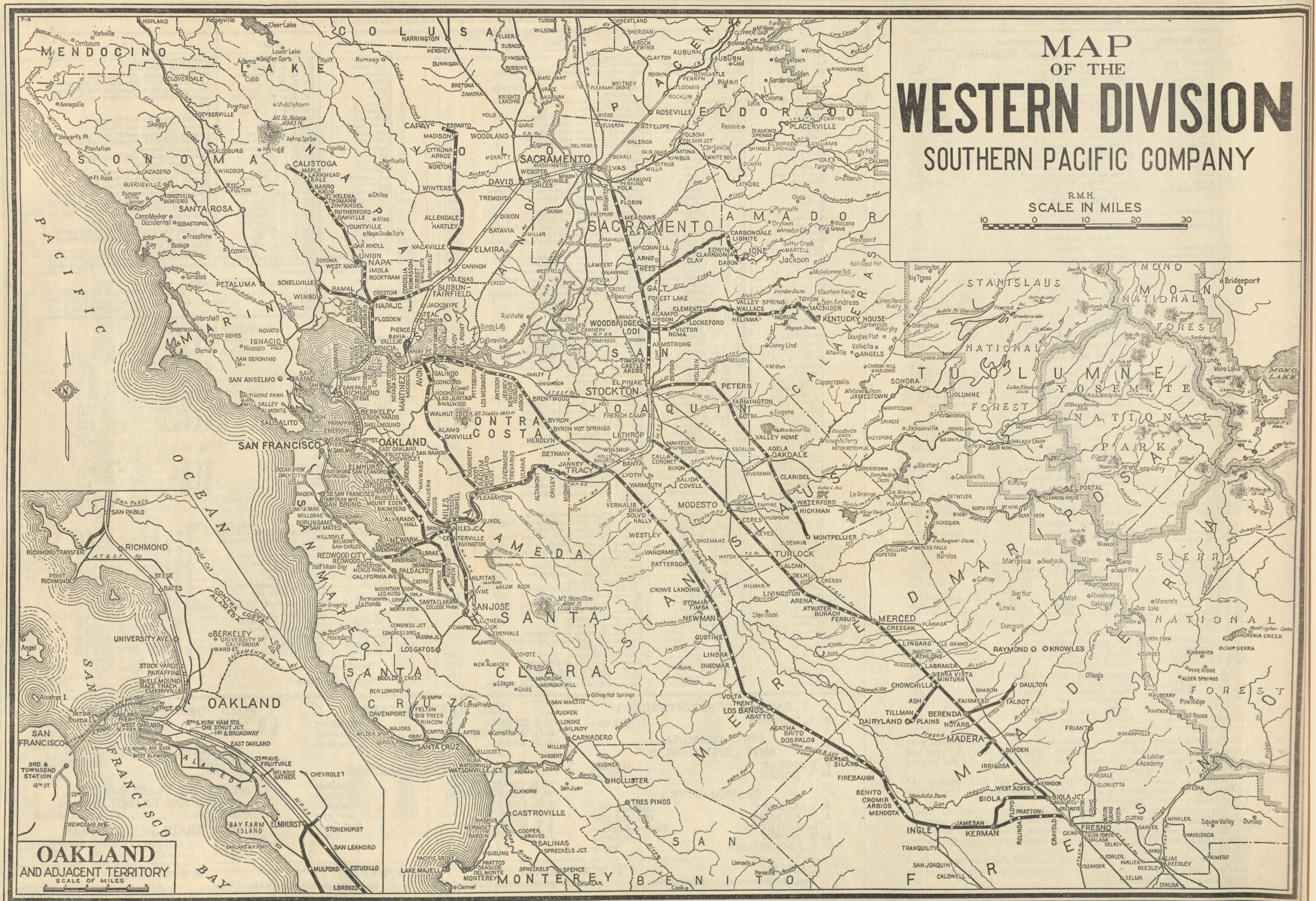
J. B. WATTS	Oakland Pier
F. A. SMITH	Stockton

L. R. SMITH,
Asst. Superintendent, Oakland Pier

F. E. KALBAUGH,
Asst. Superintendent, Oakland Pier

C. F. HEATH,
Asst. Superintendent, Oakland Pier

E. F. NASSOIY,
Asst. Superintendent, Stockton



MAP OF THE WESTERN DIVISION

SOUTHERN PACIFIC COMPANY

R.M.H.

SCALE IN MILES

7-5
10
0
10
20
30
MENDOCINO
LAKE
COLUSA
SONOMA
NAPA
YOLO
PLACER
ELDORADO
SACRAMENTO
AMADOR
SOLANO
MARIN
CONTRA COSTA
SAN JOAQUIN
CALAVERAS
TUOLUMNE
STANISLAUS
MONO
ALAMEDA
SAN MATEO
SANTA CLARA
SANTA CRUZ
MONTEREY
SAN BENITO
MERCED
MARIPOSA
MADERA
FRESNO
STANISLAUS NATIONAL FOREST
MONO NATIONAL FOREST
YOSEMITE NATIONAL PARK
SIERRA NATIONAL FOREST
PACIFIC OCEAN
SAN FRANCISCO
OAKLAND
BERKELEY
RICHMOND
SACRAMENTO
STOCKTON
SAN JOSE
SANTA ROSA
NAPA
VALLEJO
BENICIA
MARTINEZ
TRACY
LATHROP
MODESTO
MERCED
MADERA
FRESNO
SANTA CRUZ
WATSONVILLE JCT.
CASTROVILLE
SALINAS
MONTEREY
PACIFIC GROVE
HOLLISTER
GILROY
LOS BANOS
DAVIS
WOODLAND
ROSEVILLE
AUBURN
PLACERVILLE
LODI
GALT
CALISTOGA
PETALUMA
SAN RAFAEL
SAUSALITO
TURLOCK
OAKDALE
SONORA
EL PORTAL
PLEASANTON
NILES
LIVERMORE
Mt. St. Helena
Mt. Diablo
Mt. Hamilton (Lick Observatory)
Mono Lake
Clear Lake
OAKLAND AND ADJACENT TERRITORY
SCALE OF MILES
SAN FRANCISCO BAY
ALAMEDA
EMERYVILLE
16TH ST.
OAKLAND PIER
WEST OAKLAND
EAST OAKLAND
FRUITVALE
ELMHURST
SAN LEANDRO
BAY FARM ISLAND
OAKLAND AIRPORT
UNIVERSITY AVE.
UNIVERSITY OF CALIFORNIA
3RD. & TOWNSEND STATION
Angel I.
Alcatraz I.
Yerba Buena I.